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TO-DAY'S DOLLAR.—The
closing rate of the dollar on
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**DISCHARGED FROM
BANKRUPTCY.**

**W. G. Humphreys and
Co.'s Affairs.**

"WORTHLESS GOODWILL."

Sitting at the Bankruptcy Court this morning, the Chief Justice, Sir Joseph H. Kemp, K.C., heard an application from Mr. J. T. Prior, who appeared for Messrs. W. G. Humphreys & Co. (bankrupts), seeking the Court's permission for a discharge.

Mr. Prior said that Alfred David Humphreys and Ernest Humphreys were adjudicated bankrupt five years ago. He was, however, not making the application on behalf of the first named party, who had not as yet been publicly examined. It was an unfortunate omission, and he would now have to wait for the next sitting of the Bankruptcy Court, and in the meantime David Alfred Humphreys might be publicly examined.

Touching upon the affairs of the bankrupt company, Mr. Prior said that the total assets estimated at the time amounted to \$39,713.95. This sum included \$25,000 for the goodwill and trade marks. The latter, however, realised only a few hundred dollars, and the goodwill was eventually found to be valueless. The remaining assets were, therefore, brought down to only \$14,713.95. The total liabilities ranked for dividend were estimated at \$362,423.70, whereas the total claims amounted to \$332,760.24. The assets ultimately realised \$23,955 and after deducting outgoing, special manager's remuneration, and trustees' fees, there remained a sum of only \$19,100.43 available for distribution, which worked out at 5.74 per cent.

Mr. Prior admitted that the dividend was small, but the applicant had been bankrupt for five years and he had at all times given valuable services to the Official Receiver and to the trustees. He, therefore, prayed that the Court would grant a discharge.

His Lordship said that in view of the smallness of the dividend, he could exercise his right to make a conditional discharge, or to suspend it for a term. He therefore granted the discharge, but suspended it for three months.

WOMAN FINANCIER.

**DENIES PARTNERSHIP IN
A BANK.**

A Chinese woman was sued in the Supreme Court this morning before the Chief Justice, Sir Joseph H. Kemp, K.C., by the Ho Shing firm for the recovery of \$2,200.

Mr. H. G. Sheldon, instructed by D'Almada and Mason, appeared for the plaintiff, but the defendant was not legally represented.

The action was originally commenced against the Ying Fat Bank, with the woman defendant, Ying Fat, as a partner of the bank. Judgment was given for plaintiff. The woman defendant now denied partnership, and in proving the case against her, Mr. Sheldon said that many witnesses would be called to prove that the defendant was, in fact, a partner of the Ying Fat Bank.

She was originally an earth contractor, but in 1928 she, in partnership with others, started a banking business. The money owing was a deposit of \$3,200, against which a sum of \$1,000 had been repaid. The case is proceeding.

HOTEL DISPUTE.

**JUDGMENT AGAINST LATE
RESIDENT.**

Mr. Justice Wood, in the Summary Court this morning, gave judgment for plaintiffs in an action brought by the St. Francis Hotel Company against Mr. W. Langenstrass. The amount claimed was \$223.70.

Mr. D. L. Strellett appeared for plaintiffs, and Mr. Langenstrass conducted his own defence.

His Lordship, in giving judgment, said that he thought the sum at issue was not important to defendant, but he considered plaintiffs had stated their case quite clearly. His judgment would be based on that view.

"NEARLY MURDER."

**SEQUEL TO DEBT IN A FAN TAN
SCHOOL.**

ATTACK WITH CHOPPER.

A stabbing affair at some new buildings erected in Peking Road near the Star Theatre by the Hop Yick building contractors, which nearly developed into the murder of a roki had its sequel before Mr. Whyte-Smith at the Kowloon Police Court this morning when the assailant, Li Mui, was charged with having caused grievous bodily harm to Chan Hing.

The prosecution was conducted by Detective-Sergeant P. Kellett.

According to the evidence, the affair occurred on July 21.

Over a Debt.

It was over a debt of \$14 incurred in a fan tan school which had been run by the defendant for some months, but which was run by complainant on that day. Several workers armed with bamboos and hammers participated in the fight, during which the assailant picked up a meat chopper and cut his victim on the chest, and then slashed him a second deep blow on the back. The accused ran away, and it was not till August 12 that he was arrested by Sergeant-Major Lai Sui in a tea shop at 277 Lai-chikok Road.

Complainant, with the aid of a companion, managed to find his way to the Water Police Station where he collapsed, regaining consciousness in the Kowloon Hospital, where he was detained for nine days.

Li submitted that he had had a fight with Chan on July 20, but not on the day mentioned in the charge against him.

Very Bad Character.

After his Worship, convicted accused, Detective-Sergeant Kellett said that they believed him to be a very bad character, although there was no Police record of him. He added that it was nearly murder.

Addressing the accused, Mr. Whyte-Smith told him that Chan Hing nearly died from his wounds, and that even if a body of men did attack Chan, and if accused was the only one caught (as in this case), then he would have to take upon himself the responsibility.

His Worship passed sentence of four months' hard labour.

PESHAWAR QUIETER

**TRAIN SERVICES AGAIN IN
OPERATION.**

TRIBES DISAFFECTED.

Simla, Yesterday.

A message from Peshawar states that several trains ran yesterday between Peshawar and Nowshera. Disaffection among the frontier tribes at Kurram caused repercussions with Afghan tribes on the western borders, but it is hoped that the failure of the attacks by Massozais and Faras will prevent serious developments on the Afghan frontier.—Reuter.

A Stern Warning.

Peshawar, Yesterday.

The day passed off quietly. The South Peshawar Gardens were bombarded near Bara.

Fresh parties of tribesmen are reported to have arrived in the Kahjuri plain.

The Shinwaris and Mohmands dwelling over the border are comparatively quiescent. It is believed that this is due to a stern warning from Nadir Shah, ruler of Afghanistan, not to join the Afridis.—Reuter.

Earlier News.

Simla, Yesterday.

The Peshawar district is now decidedly quieter. The Afridis are retiring in consequence of the activity of the Royal Air Force, and the arrival of an armoured train from Lahore with reinforcements, but the trains mostly halt at Nowshera, twenty-five miles distant, the passengers completing the journey to Peshawar in taxicabs.

No casualties have occurred among the Air Force, and there are only half a dozen army casualties mainly among native troops fired on by Afridis hiding in the tall corn.

Telegraphic communication between Peshawar and the rest of India has now been restored.

Reuter.

Earlier With Ghazni.

Simla, Yesterday.

Mr. J. M. G. Langenstrass, who is also mentioned at Yercaud, was present at the time.

Another meeting is to be held tomorrow.—Reuter.

**TRESPASS AT KAI
TACK BASE.**

**The Magistrate and
Warning Notices.**

LAST CAUTION GIVEN.

Two women and three men, all Chinese, were charged this morning at the Kowloon Magistracy before Mr. Whyte-Smith with unlawfully trespassing at the Kai Tack Air Base.

They all pleaded guilty and said that they did not know that they had done wrong.

The Magistrate—Has anything been done about this? Any notices been put up?

Sub-Inspector A. H. Elston replied that there was a notice at the aerodrome which stated that no unauthorised person was allowed to enter the grounds. There were, however, no notices up on the spot where defendants were cutting grass. In the last case the defendants went there to dry grass.

The Magistrate—They have probably been cutting grass for years, and they are just going on with it.

The Sub-Inspector replied that that ground was reclaimed and that they could not cut grass for more than two seasons.

His Worship expressed his desire to see what the place was like, and added that he had to be satisfied that these people knew that they had trespassed.

Sub-Inspector Elston—They have to walk over a broken fence to get in.

The Magistrate—Well, there you are. Why is the fence broken?

The Magistrate—Oh, yes!—Arrangements are being made for it to be fixed up. It is a wonder they don't trip themselves up going in!

Mr. Whyte-Smith—I am going to caution once more. (Then to the defendants), If you did not know that it was trespass before, you know now. It is not your land and I am not going to caution people brought up for this offence any longer. Probably the next person will be fined. So you can tell all your friends that the next offence of this nature will be met by a fine or prison.

"PUT AND TAKE"?

Mr. Smyly, a Chinese member of the staff of the Industrial and Commercial Bank, reported to the Police yesterday that whilst his motor car was parked outside the Star ferry wharf between 7.30 and 11 p.m., on Tuesday, a Claxton horn was stolen from the car.

In the very next paragraph in to-day's morning reports was the information that a Lucas motor horn which was reported stolen from car No. 3011 (Mr. Smyly's vehicle) on August 10, was recovered yesterday.

Will the Lucas have to be restored before the Claxton can be recovered? It looks very much like the once popular game of "put and take!"

QUEEN OF THE AIR.

Montreal, Yesterday.

The R-100 left for Britain at 2.23 Greenwich mean time.

The R-100 is making the home-ward trip with one engine out of commission the officers having decided, as the other five engines are running satisfactorily, that it is unnecessary to repair the defective one.

The trip is expected to take about fifty hours.

The passengers include several journalists, among whom are Mr. E. W. Grange, Canadian manager for Reuter's, also Mr. Jacques Cartier, a descendant of Canada's famous pioneer navigator who sailed from France for St. Lawrence in 1534. In time measured by hours Mr. Cartier will cross the river and ocean route which his ancestor took weeks to complete.

Reuter.

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**FIFTY-FOUR HOURS
IN MID AIR.**

**New Refuelling Record
by U.S. Airmen.**

GREAT ACHIEVEMENT.

St. Louis, Yesterday.

A new world's record was sustained to-day by a flight of 54 hours 41 minutes, made this morning by the airmen Dale Jackson and Forest O'Brien, beating by one hour the record established by the hunter brothers of Chicago last month. Jackson and O'Brien are still flying and talk of remaining aloft for 1,000 hours in spite of the deluge of rain.

Their breaking of the record was greeted by a roar of cheering from a crowd of spectators, and the blowing of sirens and motor horns.

The record breaking aeroplane, "Greater St. Louis," equipped with a 170-horse power engine, has so far flown 38,000 miles and has used 5,000 gallons of petrol. The plane refuelled aerially 125 times.—Reuter's American Service.

WEST TO EAST.

**FLIGHT ACROSS AMERICAN
CONTINENT.**

LINDBERG BEATEN.

New York, Yesterday.

A new air record for the West to East crossing of the North American continent has been established by Captain F. M. Hawks, who flew from Glendale, California, to New York, in 12 hours 25 minutes 13 seconds at an average speed of 200 miles per hour.

The previous record was held by Colonel Charles Lindberg, namely, 14 hours 45 seconds, at an average speed of 180 miles per hour.—Reuter's American Service.

A cable received from New York to-day by the local branch of the Texas Company states that yesterday Mr. Hawks, piloting the aeroplane "Texaco 13" broke the existing West-East Trans-Continental speed record of 14 hours and 45 minutes.

His total elapsed time, the message adds, was 12 hours 25 minutes. This included three stops of 15 minutes each. Mr. Hawks thus clipped 2 hours 20 minutes off the existing figures—a truly remarkable flying feat.

TEXTILE STRIKE.

**MEN AND THE RED
ELEMENT.**

St. Quentin, Yesterday.

The textile strike shows signs of collapsing. Out of a total of six thousand strikers here 4,000 have already resumed work. The remainder have now voted in favour of resumption.

The collapse is due to the men's dislike of the political complexion which the Communist element have given the strike.—Reuter.

FINE WEATHER.

The Royal Observatory's weather report to-day states: The depression over S.W. China is not so deep.

The typhoon is central to the S.E. of Vladivostok.

Forecast:—S. winds, moderate; fine.

Rainfall

Rainfall to 10 a.m. to-day 0.02 inch. Rainfall since January 1, 62.42 inches against an average of 58.69 inches.

Temperature and Humidity

The temperature and humidity at certain specified centres this morning at 8 o'clock were—

Temp.	Humid.
Hong Kong	81
Macao	81
Franks Island	82
Manila	77
Poohow	84
Amoy	81
Singapore	82
Cebu	74
Shanghai	77

**"POLICE AS PECULIAR
PEOPLE."**

**The Views of a Land
Baillif.**

AN UNUSUAL CASE.

"The Police want this land. They are very peculiar people. I think Mr. Burlingham is responsible," remarked Mr. A. C. Burford, land baillif, at the Kowloon Magistracy this morning when he summoned Wong Kin, of 17 Shanghai Street, for occupying Crown Land without permission from the D.P.W.

In explaining the position to his Worship, Mr. P. H. Loseby, for the defence, said that his client was given use of the land for the purpose of storing timber. In addition he stored iron. This was not a breach of his permit. He now wished for five weeks for his client to move to another site which would, no doubt, be granted by the Government in due course.

Mr. Burford said that an order to quit was served on defendant a month ago. The typhoon blew away the roof of his shed. That had all been repaired, since when no attempt of removal to the site in Canton Road was made. The P.W.D. did not want the land but the Police wanted it either for widening the road, or for the erection of hawkers' stalls. He did not know of defendant's breach of permit until the Police approached the P.W.D. with a view to getting the land. Mr. Burford opposed five weeks' delay, but did not object to a fortnight.

On the other hand, Mr. Loseby indicated that his client would be put to great expense if he had to remove in a hurry.

Mr. Whyte-Smith said that he was in the dark and added: "If the Police are not in a particular hurry to claim the land, I don't see why the defendant should not be given five weeks."

Replying to that, Mr. Burford said that he was instructed to apply for a fortnight, and, if necessary, a further two weeks. He agreed that there was quite a large quantity of material to remove.

His Worship said that he would not make an order, but would adjourn the summons for a fortnight and then make an order. Meanwhile, he would take it that Mr. Loseby's client would commence the work of removing.

USUAL CHOPPER.

**HANDY IN CASE OF
THREATS.**

TOO DRASTIC!

An unusual story was told to Mr. R. E. Lindell to-day by a Chinese who was charged with attacking another with a chopper in Wanchai, inflicting wounds over his left eye, arm, and thigh.

The accused admitted that he had inflicted the wounds, but claimed that he had provoked as he had been persecuted by the complainant. The latter, he alleged, some time ago approached him and asked him to pay \$2 to join a society. He refused, whereupon the complainant warned him to be careful.

He (accused) took this to be a threat that he would be assaulted, and ever since then he had walked about with chopper tucked in his girdle for self-protection. On Tuesday night he was accosted in Wanchai by the complainant and another man.

Complainant again asked him to join the society, and when he refused struck him a blow on the chest. Then accused pulled out his chopper and retaliated.

The Magistrate decided that the circumstances stated by the accused did not justify him taking such drastic action, and imposed a fine of \$25 or three weeks' hard labour in default. The complainant received no compensation.

FENCING.

**A CLUB INAUGURATED IN
HONG KONG.**

ARMY AND NAVY SUPPORT.

It appears that a successful effort has been made to institute a Fencing Club in Hong Kong, and it is good to see that an unexpected number of people is interested in the revival of fencing here. Undoubtedly Hong Kong will be much the richer in sport by its introduction.

It was quite a revelation to find that we possess amongst our sporting fraternity a Scottish epee champion, a foilist of the Salle Bertrand, another from the Grave School, an R.A.F. exponent, and an appreciable few of no mean skill with the foil, epee, and sabre, from Naval and Army Officers resident here.

One's mind, automatically, reverts to the days when the swordsmen was a power to be reckoned with, who had to be treated with the respect due to his dexterity with the weapon that was then, just as much an essential part of a gentleman's attire, as a stick is to-day.

Lack of Chivalry.

Our minds travel on further to wonder whether the prevalent rudeness and lack of chivalry to-day, would be tolerated quite so much if the insulted one were still at liberty to invite his offender to a quiet piece of sword in the early morning where seconds and a pair of thin, bright blades awaited him.

The Fencing Club is to have its headquarters at the Royal Hong Kong Yacht Club, thanks to the generous co-operation of the latter, and their large gymnasium will shortly be the scene of many bloodless bouts and have the intriguing atmosphere of a Salle d'Armes. We think the Yacht Club itself has been wise in sponsoring this Fencing Movement.

The Yacht Club by the way now becomes the venue of yachting, rowing, bowls, and fencing, and who knows but what swimming may not be an integral part of its activities in the near future.

Inaugural Meeting.

At the first meeting of the new Fencing Club, on Monday last a Committee was elected, the rules and by-laws of the Club were discussed and passed. The entrance fee for original members was fixed at a low figure and the monthly subscription fixed at \$2.50. It is gratifying to note that those who indulge in this very unusual sport and those who are anxious to join the Club and become exponents of the art will not be overburdened with expenses. Such should communicate with Mr. F. J. T. Locke, of the P.W.D., the Honorary Secretary and Treasurer.

We hear that meetings commence forthwith and will be held once a week on Monday evenings at the Yacht Club. An Assault-Arms takes place early in October which will be the official opening of the Club. We shall endeavour to attend primarily to see whether the pen is really mightier than the sword, and also to lend what assistance we can to a movement which to our mind deserves support.

SUGAR CRISIS.

**REFINING AT SOURCE OF
PRODUCTION.**

VITAL CONFERENCE.

Havana, Yesterday.

The solution of the world-wide sugar crisis by economies through refining at the source of production instead of in distant places is being debated at a conference of sugar refiners here, which is attended by experts from Australia, the Dominican Republic, Cuba, and the United States.

The conference is also discussing the use of vegetable refining substance in order to open up markets in Moslem countries where refining by means of bone char is tabooed on religious grounds.—Reuter's American Service.

**SIX AIR TRAGEDY
VICTIMS.**

**No Fault of Material Or
Workmanship.**

CAUSE UNKNOWN.

Rugby, Yesterday.

The inquest was held to-day on six victims of the crash of the Junker aeroplane at Meopham while the plane was flying from Le Touquet to Croydon on July 21. The victims were the Marquis of Dufferin, Viscountess Ednam, Sir Edward Ward, Mrs. Henrik Loeffler, Lieutenant-Colonel Henderson, the pilot, and Mr. Sheering, reserve pilot. The cause of the disaster was left unsolved. The jury found that the deaths were due to falling from an aeroplane, the cause of disaster being unknown.

Major Cooper, Inspector of Accidents at the Air Ministry, stated that a minute examination had revealed no evidence of faulty material or bad workmanship in the construction of the aeroplane. He found no evidence of negligence of any kind.

The Minister of Air had decided to refer the whole of the evidence available to the Aeronautical Committee of the Ministry and to submit the matter for further investigation to that body. Major Cooper added that the wreckage was scattered in a distance of one and half miles. It seemed that the heavier times were found in an extreme westerly direction and the lighter articles were found in an easterly direction, having been carried by the wind. That was what was to be expected from complete structural failure according to a given point. Other witnesses related how they saw parts of the machine dropping from the clouds, first one of the wings, then the tail, and finally the fuselage.—British Wireless Service.

AILING PEERS.

**EARL AND DUKE IN SERIOUS
CONDITION.**

CAUSE FOR ANXIETY.

Rugby, Yesterday.

Lord Birkenhead had a good night and his chest symptoms have improved. There is a slight increase in general strength. His condition, however, remains serious.

The Duke of Northumberland, who has been ill, passed a fair night. Although his strength is well maintained, there is still cause for great anxiety.—British Wireless Service.

VISIT TO PALESTINE.

**THE COLONIAL OFFICE ANNOUNCES
THAT DR. DRUMMOND SHIELS, PARLIAMENTARY UNDER-SECRETARY
FOR THE COLONIES, WILL TAKE THE
OPPORTUNITY DURING THE PARLIAMENTARY
HOLIDAY OF MAKING A SHORT VISIT TO
PALESTINE.**

It is contemplated that in the course of his journey Dr. Shiels will also call at Cyprus.—British Wireless Service.

London, July 12.

"They have made a very clean job of it. They must have been experts," remarked Sir Thomas Catto, describing the surprise of his household on waking up to find that burglars had during the night cleared out every bit of silver in his house at Harrow Weald. "The intrinsic worth of the haul is £700, but all of the articles are of sentimental value. The seventeen persons sleeping in the house did not hear a sound."



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TATSUTA MARU Thursday, 21st August.

ASAMA MARU Thursday, 18th September.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIKAWA MARU Wednesday, 24th September.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KAMO MARU Saturday, 23rd August.

KATORI MARU Saturday, 6th September.

SYDNEY & MELBOURNE via Manila & Ports.

KITANO MARU Tuesday, 19th August.

ATSUTA MARU Tuesday, 23rd September.

BOMBAY via Singapore, Penang, & Colombo.

KAGA MARU Thursday, 11th September.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

GINYO MARU Wednesday, 27th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU Tuesday, 9th September.

NEW YORK, BOSTON via Panama.

TOKIWA MARU Sunday, 24th August.

KUMA MARU Tuesday, 2nd September.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.

LYONS MARU Tuesday, 16th September.

CALCUTTA via Singapore, Penang & Rangoon.

BENGAL MARU Friday, 15th August.

CALCUTTA MARU Friday, 29th August.

SHANGHAI, KOBE & YOKOHAMA.

TOKUSHIMA MARU (Kobe direct) Monday, 18th August.

TANGO MARU (Nagasaki direct) Wednesday, 20th August.

HAKONE MARU Friday, 22nd August.

SHIDZUOKA MARU Saturday, 23rd August.

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Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

LA PLATA MARU Friday, 29th August.

BUENOS AIRES MARU Friday, 3rd October.

BOMBAY—Via Singapore & Colombo.

HONOLULU MARU Tuesday, 19th August.

SUMATRA MARU Wednesday, 3rd September.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.

MEXICO MARU Tuesday, 23rd August.

CALCUTTA—Via Singapore, Penang & Rangoon.

CELEBES MARU Monday, 18th August.

TACOMA MARU Monday, 1st September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

ARIZONA MARU (from S'hal) Sunday, 17th August.

MELBOURNE—Via Manila, Brisbane & Sydney.

SYDNEY MARU Wednesday, 3rd September.

HAIPHONG—Via Hobeow & Fakhel.

NEW YORK—Via Japan ports & Panama.

JAPAN PORTS.

MADRAS MARU Friday, 22nd August.

KEELUNG—Via Swatow & Amoy.

TAKAO—Via Swatow & Amoy.

TAKAO & KEELUNG.

BATAVIA MARU Friday, 15th August.

For further particulars please apply to:—OSAKA SHOSEN KAISHA.

Tel. 28061. M. TAKEUCHI, Manager.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	Aug. 11	Aug. 12
Shingun	21.9	—
Tsingyuen	7.4	—
Samshui	18.2	12.7
Shoklung	4.5	4.2

The highest levels of record are:—Shingun, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shoklung, 15.5 feet.

The lowest level on record at Samshui is minus 6 feet and at Shoklung minus 2.7 feet.

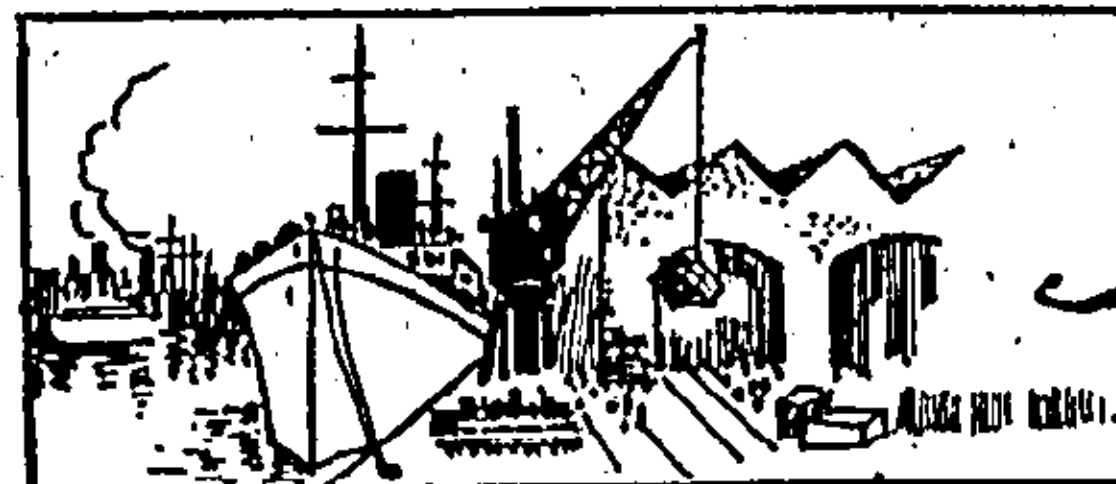
CUTTY SARK'S TRIAL

OWNER PROPOSES TO SAIL THE CLIPPER TO AMERICA.

Sails are being made for the famous clipper Cutty Sark, which is now serving as a training ship at Falmouth. The owner, Captain Dowman, proposes a trial sail to the Clyde in order to test the possibility of navigating the clipper in deeper seas, perhaps to America, where a magnificent welcome is assured.

CONSIGNEES' NOTICE

Consignees of cargo at S.S. "Carignano" are reminded to take delivery of their goods which will be subject to rent after August 19.



Shipping Intelligence.

KING'S GOLD MEDAL.

SELECTION DAY ON H.M. CADET SHIP CONWAY.

The annual ceremony of selecting the King's Gold Medalist on board H.M. Cadet Ship Conway—a custom which has now been observed for over 60 years—took place under the supervision of the Committee of Management, these present including Captains J. Fortay, C. H. Holtum (deputy chairman), F. E. Kite, F. Holt Hobson, Mr. Thos. Scott (Secretary), Mercantile Marine Service Association.

Following the customary mode of procedure, the Cadets were drawn up on the main deck, while Captain F. A. Richardson, D.S.C., R.N., read out the regulations governing the prize, which is awarded to that cadet having those qualities which will make the finest sailor. These consist of cheerful submission to superiors, self-respect and independence of character, kindness and protection to the weak, readiness to forgive offence, a desire to conciliate the differences of others, and, above all, fearless devotion to duty and unflinching truthfulness.

The names of five cadets, who were considered eligible for the prize, having been chalked on a blackboard, this was exhibited to each boy in turn, who, passing before it proceeded to the Committee table and gave his vote for the name upon which his choice had fallen. Having recorded his vote, he at once went down to the lower deck, thus having no communication with those who were still awaiting their turn.

At the close of the poll, it was found that Cadet William Ronald Harley had the preponderance of votes, Cadet Henry Wyld Edwards Heath being second. The boys were then assembled on the upper deck and after a few inspiring words from Captain Holtum and Captain Fortay, Cadet Harley was then introduced to the Committee as the King's Gold Medalist for 1929 and Cadet Heath as the winner of the Tate Prize, both boys receiving the congratulations of the members of the Committee and a round of hearty cheers from their comrades.

ARRIVALS OF SHIPS.

Tuesday, August 12.
Tamba Maru, Japanese str., 5,844 tons, Capt. H. Kannanichi, from Shanghai, Kowloon Wharf.—N.Y.K.

Wednesday, August 13.
Canton Maru, Japanese str., 2,820 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.

Carignano, Italian str., 3,230 tons, Capt. Capurra, from Singapore, Kowloon Wharf.—Doddwell & Co.

Chak Sang, British str., 1,470 tons, Capt. J. McAnish, from Swatow, West Point Wharf.—J. M. & Co.

Chian Lee, Chinese str., 1,850 tons, Capt. K. Jiah, from Canton, buoy No. B86.—Yee Tai Hong.

Cremer, Dutch str., 2,784 tons, Capt. Bron, from Swatow, buoy No. A8.—J.C.J.L.

Dei Maru, Japanese str., 2,178 tons, Capt. R. Sanada, from Canton, O.S.K. Pier.—O.S.K.

Hai Yang, British str., 1,363 tons, Capt. W. G. Erwin, from Fochow and Swatow, Douglas Wharf.—Douglas & Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grieron, from Swatow, Chiu On Wharf.—Chiu On & Co.

Ichang, British str., 1,228 tons, Capt. R. S. Milchell, from Amoy, buoy No. C14.—B. & S.

Kwong Sang, British str., 1,428 tons, Capt. A. D. Kelman, from Canton, buoy No. B82.—J. M. & Co.

Linan, British str., 1,356 tons, Capt. J. Newton, from Canton, buoy No. B20.—B. & S.

Odufa, British str., 5,810 tons, Capt. R. Lloyd from Singapore, Holt's Wharf.—B. & S.

Sui Sang, British str., 3,229 tons, Capt. R. J. J. Sneddon, from Moji, buoy No. B7.—J. M. & Co.

Sui Yang, British str., 1,594 tons, Capt. F. W. Potter, from Swatow, buoy No. B12.—B. & S.

Sun Kong, Chinese str., 322 tons, Capt. Lai Kwong, from K. C. Wan, buoy No. C41.—W. Hop & Co.

Tai Lee, Chinese str., 1,044 tons, Capt. Z. Masaki, from Canton, buoy No. C37.—Loong Tai Hong.

Tai Yuen, British str., 2,109 tons, Capt. R. Robertson, from Canton, buoy No. A10.—B. & S.

Utrecht, Dutch str., 709 tons, Capt. J. H. Kop, from Canton, North Point.—A.P.C.

THE FIRST SIX MONTHS.

Motor Ship Construction

At the beginning of the year, taking into consideration the orders in hand, says the Motor Ship, it was thought that, provided no adverse circumstances developed, the production of motor ships in 1930 would be larger than in previous years. The completion of the first six months provides an opportunity to make a survey of the position, from which it seems clear that the belief was justified. In 1929 181 large motor ships were built totalling 1,130,475 tons gross, this latter figure having been slightly exceeded in 1928, when the output was 1,177,235.

During the first six months of 1930 105 motor vessels of 666,000 tons gross have been placed in commission, and from the number of launches that have occurred in the same period it is evident that the latter half of the year will show a substantial increase over the first. It is hardly to be doubted that at the end of the year the number of motor ships built will be 200 or 220, with a tonnage of between 1,400,000 and 1,500,000 gross. As an indication of the present position of the motor shipbuilding industry, it may be recorded that the figure given for the output for the first half of this year is almost equal to the tonnage completed during the whole of 1927.

Great Britain's position in motor shipbuilding is improving, for yards in Britain have been responsible for approximately 40 per cent. of the tonnage turned out since January 1, the total being 258,000 tons gross, representing 40 ships. In the whole of 1927 only 39 ships of 237,000 tons gross were built in the United Kingdom. Surprisingly enough, Japan is second with 12 vessels of 109,000 tons gross, followed by Holland, Sweden and Denmark each with approximately 60,000 tons gross, although Holland has only five vessels against 12 and 13 for Denmark and Sweden respectively. The deplorable situation in which German shipbuilding now finds itself is illustrated well in connection with these statistics since not a single German-built motor ship has been completed since the beginning of the year.

On the basis of present output, therefore, the motor shipbuilding situation, both in Britain and abroad, is satisfactory. But orders have recently fallen off considerably and the prospects for the future are not bright, although the position will not develop unfavourably for some months. By that time it may be hoped that shipping will have revived and that the new orders placed will make up for the tonnage to be completed between now and Christmas.

NEW USE FOR FUNNELS.

In spite of the trade depression the building of motor-ships goes on apace. Last year the tonnage launched mounted up to 1,130,475 tons gross; this year, according to the Motor Ship, that figure will be considerably exceeded. But though the shipyards seem to have accustomed themselves quickly enough to the new engineering, the passenger still lags behind. He continues to think in terms of steam and—at least so the designers think—demands that his ship shall have an imposing number of funnels. One funnel is useful enough even in a motor-ship, for it can be used to hose the silencers and the exhaust piping, but a second is a luxury conceded to the landman's taste. Waste of space, however, is a criminal matter to any seaman, and the thought of a dummy funnel taking up a lot of room and merely looking beautiful would be more than he could bear. There are various ways of turning the passenger's whim to useful ends, but the most attractive is certainly that employed on the Britannic, which left Liverpool on her maiden trip recently. There it has been turned into a smoking-room for the engineers, who thus get an excellent revenge in kind for the indignity of carrying a second funnel, the badge of the steam engine's sentence. It is making shipbuilders' Manchester Guardian.

S. S. CARIGNANO.

NEW ARRIVAL IN PORT.

The Italian steamer Carignano, which left Trieste on July 1, arrived in harbour yesterday on its first visit to this port.

With a crew of 39, Europeans, the Carignano, which was formerly named the War Pigeon, is a steel screw steamer of 5,359 gross and 3,230 net tonnage.

She was built in 1918 by Messrs. Roper and Sons, Ltd., at Stockton, and later passed into the hands of the Soc. Anon. Lloyd, who are the present owners. Registered at Genoa, the Carignano has a length of 400 feet, beam 52.4 feet and depth 28.4 feet. Her engines, which develop 490 N.H.P. were installed by Messrs. Harland and Wolff, Ltd.

RUSSIAN CRUISER.

SUNK BY BRITISH WARSHIP IN 1919.

Moscow, July 11.
The authorities have decided to raise the cruiser, Oleg, which in 1919 was sunk by British warships off Kronstadt. Divers declare that it will not be difficult to recondition the cruiser.

"TREASURE" SUNK.

FIVE HUNDRED DOLLARS GONE.

Counterfeit coins, representing the value of some \$500, were sunk off Penang Harbour. The coins were recently produced at the Penang Assizes to support counterfeiting charges on which four Chinese were arraigned. There were five-cent pieces, twenty-cent pieces and fifty-cent pieces, numbering in all 1,445. Inspector Reddick and a handful of his men took the counterfeit money out in a police launch, and at a convenient distance from the shore, dropped it into the sea.—S. Echo.

LIFE-LINE DEMONSTRATED AT R.S.Y.C.

A new life-line apparatus was demonstrated recently at the Royal Singapore Yacht Club by Mr. T. Frolich, a commercial representative of the Norwegian Government. Mr. Frolich arrived from Calcutta where he has given similar demonstrations.

The life-line was fired from an ordinary rifle and was controlled by a time fuse. The rifle was fired without a rocket first, and it reached a distance of about 120 yards. When the second shot was fired with a rocket, the whole line of rope which measured about 300 yards, was carried off.

This new apparatus can be used for making rescues at sea and for connecting ships with land or with other vessels.

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Empress of Japan	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Asia	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Canada	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Russia	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Japan	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Asia	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Canada	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Russia	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Japan	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Asia	Jan. 29	Feb. 1	Feb. 3	Feb. 5	Feb. 13
Empress of Canada	Feb. 25	Feb. 28	Mar. 2	Mar. 4	Mar. 14
Empress of Russia	Mar. 12	Mar. 15	Mar. 17	Mar. 19	Mar. 27
Empress of Japan	Mar. 25	Mar. 28	Mar. 31	Apr. 2	Apr. 11

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[1,068 tons—Capt. Trott.]

AUGUST.
FRI. 15th. TUES. 26th
WED. 20th

S.S. "TAI MING"
[649 tons—Capt. G. J. Spink.]

AUGUST.
MON. 18th. THURS. 28th
SAT. 23rd

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S.S. "CITY OF CHESTER" 7th October.

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S.S. "TINHOW" 5th November.

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S.S.	Tons	From Hong Kong About	Destination
RAJPUTANA	16,568	16th Aug. Noon	Bombay, Marseilles & London.
*KIDDERPORE	5,331	19th Aug. Noon	Straits, Colombo, Bombay & Karachi.
*KASHMIR	8,985	30th Aug. Noon	Marseilles, London, Hull, Rotterdam & Antwerp.
MANTUA	10,946	13th Sept.	Bombay, Marseilles & London.
*ALIPORE	5,273	17th Sept.	Straits, Colombo & Bombay.
*KASHGAR	9,006	27th Sept.	Marseilles, London, Hull, Rotterdam & Antwerp.
MAIWA	10,980	11th Oct.	Marseilles & London.
*KHYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles & London.
*NAGPORE	5,283	15th Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,610	5th Dec.	Bombay, Marseilles & London.
*KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
RANCHI	16,650	1931.	Marseilles & London.
KASHMIR	8,985	3rd Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Marseilles & London.

* Cargo only. † Calls Casablanca.

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BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	19th Aug. 3.30 p.m.	Singapore, Penang & Calcutta.
TALAMBA	8,018	23rd Aug.	Singapore, Penang & Calcutta.
SHIRALA	7,841	9th Sept.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	21st Sept.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,056	19th Sept.	Manila, Thursday Island, Townsville.
ST. ALBANS	4,500	3rd Oct.	Brisbane, Sydney & Melbourne.
NEELORE	8,853	31st Oct.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A.S. Co., Ltd., steamers will also call at Shanghai, Hobei, Cebu, Kolambugan, Tawau, Timor, Darwin, or other ports en route as indicated.

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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MANTUA	10,946	15th Aug. 10 a.m.	Shanghai, Moji, Kobe & Yokohama.
SHIRALA	7,841	22nd Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.
KASHGAR	9,006	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*BERRIMA	—	31st Aug.	Shanghai & Kobe.
TAKADA	6,949	31st Aug.	Amoy, Moji, Kobe & Osaka.
*NAGPORE	5,283	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,954	23rd Sept.	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	11,120	16th Oct.	Shanghai, Moji, Kobe & Yokohama.
*KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,610	27th Oct.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	16,650	5th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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Passengers must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

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Hong Kong, Aug. 14, 1930.

VISIT OF BRITISH WARSHIP.

Ceases Activity During Italian 'Quake.'

KRAKATAU DORMANT.

Batavia, July 26.
On Thursday, July 17, H.M.S. Magnolia steamed into the harbour of Tanjong Priok. The Commander was the guest of the Acting British Consul-General and Mrs. Fitzmaurice during the visit of his ship to Batavia.

On Thursday afternoon Mr. and Mrs. Fitzmaurice gave a thé d'antant at their home on Koningsplein Oost, to introduce Commander Butter and his officers to the Dutch naval people and other residents of Batavia. About a hundred and fifty people were present.

Mr. and Mrs. Fitzmaurice received their guests on the large verandah, or what the Dutch call the front gallery, of their house. Tea was served at numerous tables on the lawn in front of the house. An attractive scheme of flowers was carried out in our national colours.

The band stopped playing at 8 p.m. and this brought to a conclusion a very successful party.

Monthly Dance.

On Friday evening, July 18, the usual monthly dance of the Box was held, and the naval officers were the guests of the club. Mr. and Mrs. Fitzmaurice had a dinner party at which they entertained Admiral Ten Broek Hoekstra and other Dutch naval officers, and to meet Commander Butter and a few of the officers of the Magnolia. After dinner the party went to the Box dance.

On Saturday afternoon a football team of men from the Magnolia played a Box team on the club grounds. It resulted in an easy victory for the navy, the score being 6-2.

On Sunday there was a cricket match and on Monday a hockey match.

On Monday Admiral Hoekstra gave a luncheon party. On Tuesday evening Commander Butter and his officers gave an entirely unofficial, but very delightful party on the Magnolia.

Owing to the very restricted space on the gunboat the party was necessarily limited to a small number of guests, but those who were lucky enough to be present thoroughly enjoyed themselves.

Perfect Hosts.

The officers went to great trouble for the entertainment of their visitors who greatly appreciated their hospitality and found the hosts to be perfect hosts.

H.M.S. Magnolia left early on Wednesday morning. Her visit has left pleasant memories and this breath of Great Britain was very refreshing to those living for years in a foreign country.

On Monday last, July 21, the Acting Belgian Consul-General, M. Herremans, gave a reception at his house in van Heutz Boulevard in honour of Belgium's National Day.

It was a highly representative gathering including members of the Raad van Indie, the Admiral, the General, heads of Government departments, directors of the banks and trade, and, naturally the entire consular corps.

An innovation was introduced by lighting the gardens during the evening with bengal lights, which struck a very original note.

Volcano's Activity.

Following the terrible earthquake disaster in Southern Italy, Krakatau has shown much reduced activity. In fact from 11.48 p.m. on July 24 until 5.46 a.m. on July 25, roughly speaking, twelve hours after the Italian tragedy, Krakatau was dormant.

This is viewed by some with slight apprehension, as it is impossible correctly to surmise whether Krakatau may be regarded as a constant menace, certain to bring destruction in time, or whether it may be regarded as a safety valve.—Straits Times.

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STRANGE WAR BOAST

COLD-BLOODED MURDER IN A NEUTRAL COUNTRY.

In his daily article in the Oeuvre, which is unique of its kind in Paris journalism, M. de la Fouchardiere comments with his habitual caustic irony on a story told in a book just published which would be almost incredible were it not vouched for by the authors themselves. The book in question, which is called "En Mission chez l'Ennemi," is the work of two French officers, who give an account of their experiences as agents of the French Secret Service during the war.

The title of the book is very inappropriate, for the officers in question practised espionage not in the enemy's country but in Holland, where, as M. de la Fouchardiere says, they ran no risk in the event of discovery except that of being expelled. They declare that with the aid of a certain "Countess" and a priest they deliberately murdered in cold blood a German spy called Kauffmann.

The "Countess" enticed Kauffmann into a lonely part of a park, where the two officers were lying in wait. The officers seized him and made him unconscious with a wad of chloroformed cotton wool, and then drowned him in a water-course which the padre had indicated for that purpose. The authors of the book actually boast of his exploit committed in the territory of a neutral country. M. de la Fouchardiere asks how the French public will receive the book in question, and says that he hopes that it will be read all over Europe, Asia, and America, for if it is it ought to make disarmament conferences unnecessary.

"TIDAL WAVE."

COWES COUNCIL'S PROTEST TO CUNARD COMPANY.

A complaint was made at the meeting of East Cowes Council that the giant Cunarder Mauretania had passed through Cowes Roads at a speed of about sixteen knots, sending in a tidal wave which crashed over the esplanade, carrying shingle with it, swamping boats and imperilling bathers and children.

Mr. E. Chiverton, the chairman of the council, said he was on the sea front at the time. In his opinion, if any one had been within fifteen to twenty feet of the front when those heavy seas came in he would not have lived through them.

He added that it was time something was done to check the speed of the "big liners" past Cowes. Previous complaints had had no effect.

SANATORIA AFLOAT

SUGGESTED USE FOR OLD BATTLESHIPS.

A novel use for old battleships consigned to the scrap-heap has been put forward by Mr. E. W. Bannier, of Wigan and Southport. Instead of breaking up obsolete war vessels and selling them, Mr. Bannier suggests that the battleships should be moored around our coasts in suitable sheltered places where there is no sea traffic, and used as sanatoria for people suffering from chest and lung diseases. He contends that the proposal would save the country millions of pounds, to say nothing of life.

Our Sports Diary

LOCAL

Water Polo—To-morrow—Division I.—R.A. v. Kowloon. Monday—Division I.—Kowloon v. V.R.C.

Lawn Bowls—Saturday—Division I.—Civil Service v. Kowloon Dock R.C.; Club de Recreio v. Craigengower C.C.; Kowloon C.C. v. Police R.C.; K.B.G.C. v. Talook R.C.; Division II.—Craigengower C.C. v. Club de Recreio; Electric R.C. v. C.S.C.C.; Yacht Club v. K.C.C.; Talook R.C. v. K.B.G.C.

Lawn Tennis—To-day—Mixed Doubles—University v. K.C.C.; Club de Recreio v. C.R.C.

Golf—Saturday, and Sunday—Bogey Pool, Fanning.

Baseball—Saturday—South China v. Japanese.

Sunday—Kiora v. Texaco.

August 23—Filipinos v. Japanese.

August 24—South China v. Kiora.

Racing—September 27—Seventh Extra Race Meeting.

October 10 and 11—Eight Extra Race Meeting.

Football—October 1—Entries close for Challenge Shield.

Aquatics—September 6—Entries close for Police Reserve Race at Police and Prison Departments aquatic sports.

September 13—Police and Prison Departments Aquatic Sports, V.R.C.

HOME

Cricket—To-morrow—Fifth Test Match, The Oval London.

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No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 29th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 19th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

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Agents. Hong Kong, 13th August, 1930.

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Pres. Lincoln Tues. Aug. 26, 10 a.m. Pres. Grant Tues. Aug. 19, 7 a.m. Pres. Madison Tues. Sept. 9, 9 a.m. Pres. Cleveland Tues. Sept. 2, 9 a.m. Pres. Jackson Tues. Sept. 23, 9 a.m. Pres. Pierce Tues. Sept. 15, 9 a.m.

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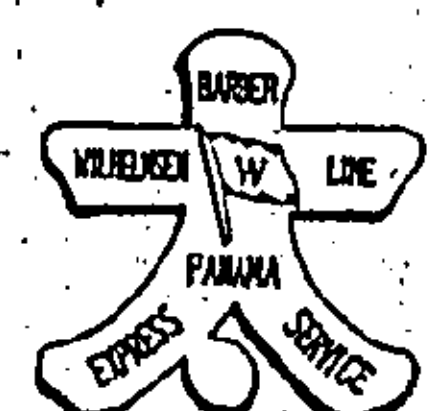
Pres. Polk Sun. Aug. 24, 8 p.m. Pres. Harrison Sun. Sept. 21, 8 p.m. Pres. Adams Sun. Sept. 7, 8 p.m. Pres. Johnson Sun. Oct. 5, 8 p.m.

TO MANILA

Pres. Lincoln Aug. 16, 6 p.m. Pres. Madison Aug. 30, 6 p.m. Pres. Cleveland Aug. 26, 6 p.m. Pres. Pierce Sept. 9, 6 p.m.

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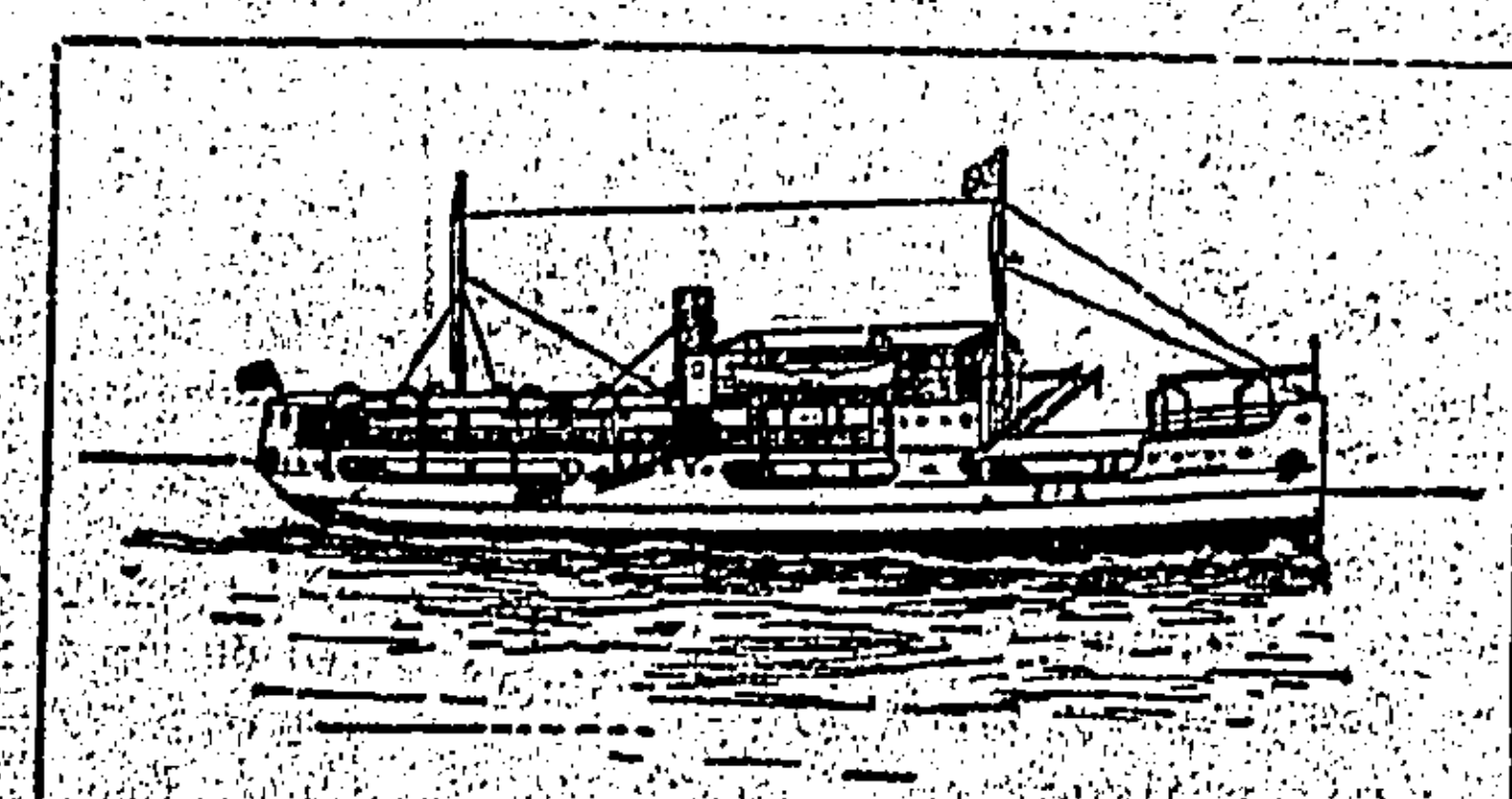
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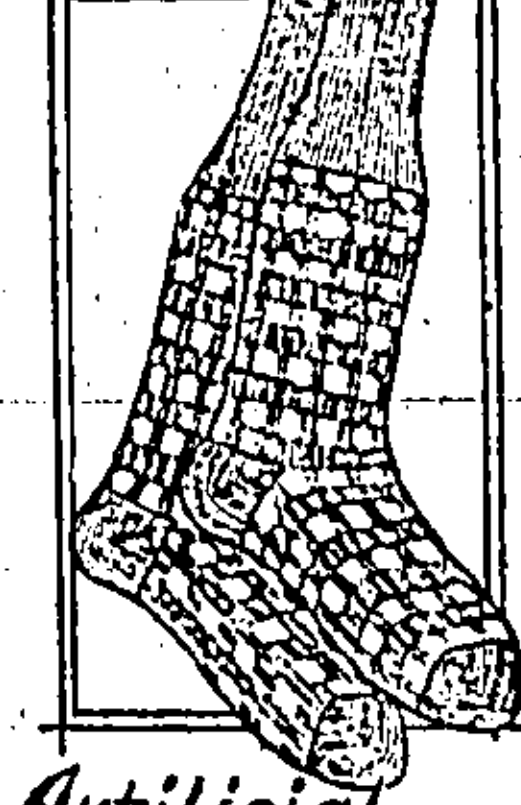
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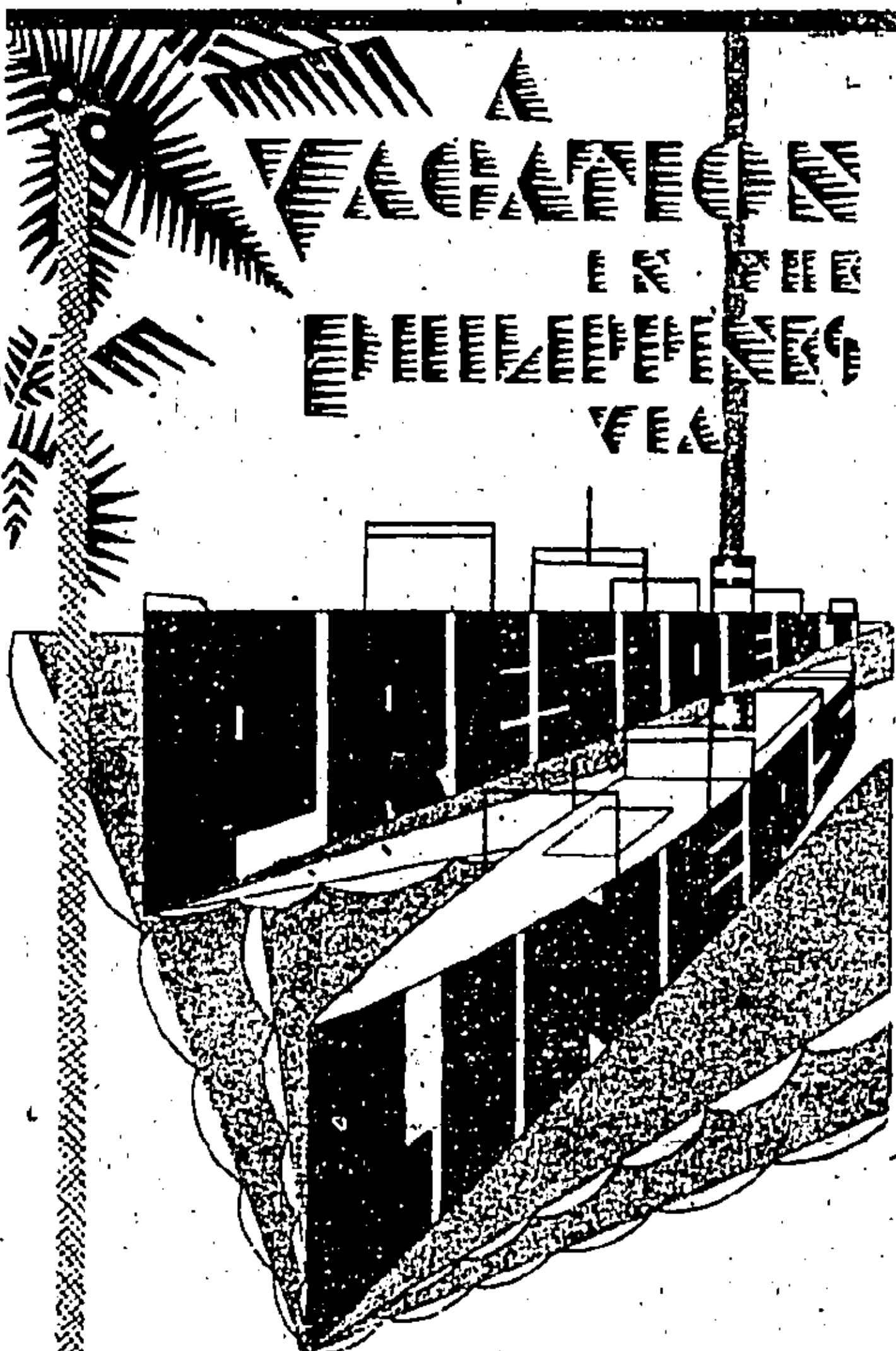
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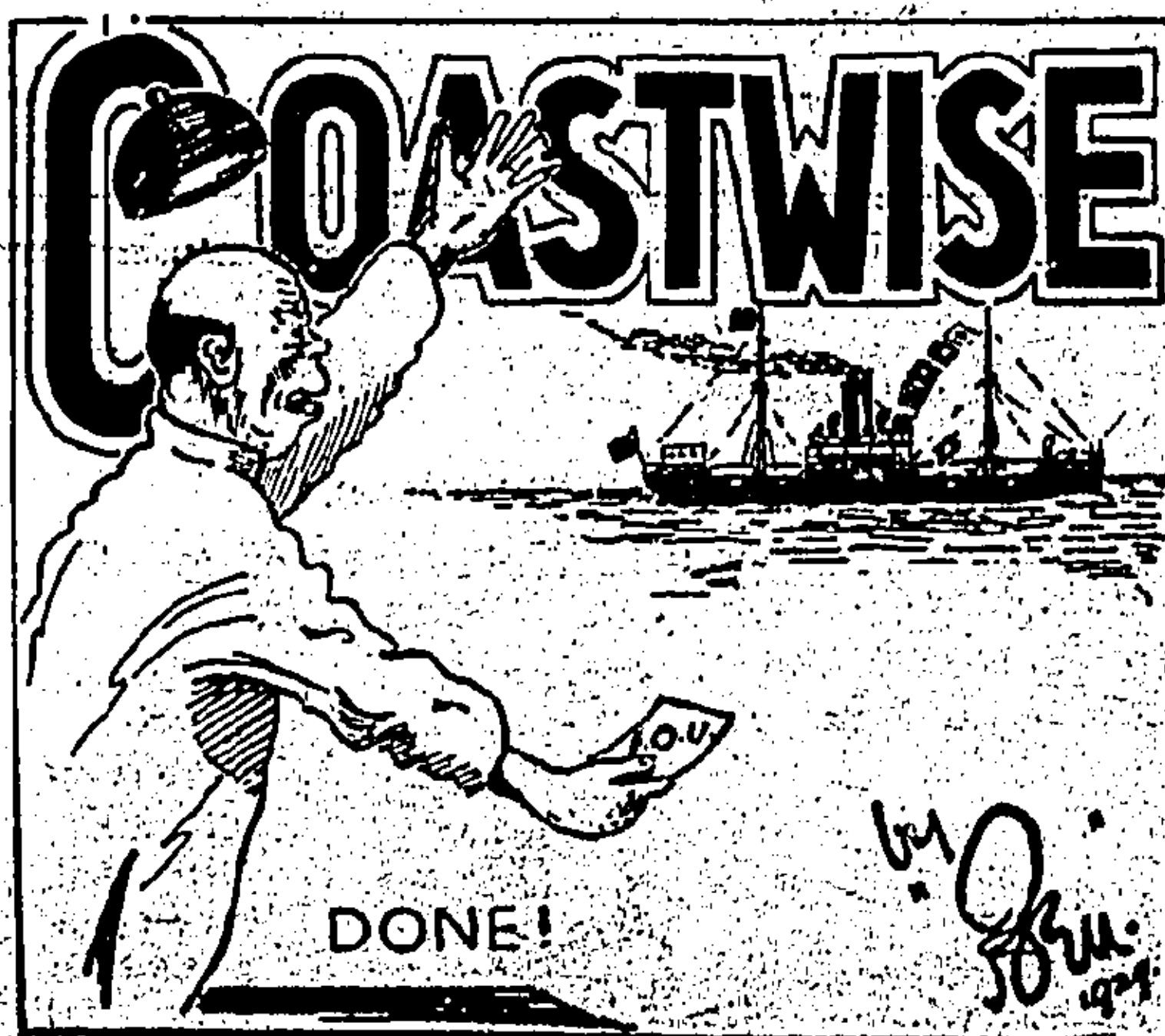
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Hong Kong, Thursday, Aug. 14, 1930.

A HILL STATION?

Hong Kong is only just within the Tropics of Cancer, possesses one of the mildest winter climates one could desire, yet the length and the humidity of its hot season are as trying to the constitution as anywhere in the Far East. Even in Singapore people look disgusted when a Hong Kong summer is mentioned, for they at least have cool nights. But we, from May to September we perspire and gasp like fishes in a dry aquarium and grow irritable and irascible as the mercury runs horribly up the scale. To escape the oven-like atmosphere of the town, residents of the past went to enormous expense in building large, ugly houses on the Peak, and here those who can afford it or desire it rush as soon as the day's work is over. Under the strain our nerves get badly out of order and by the time that the winter arrives we are thin and worn and washed-out.

Malaya and India and parts of China have their hill stations for Europeans, where the sick and the mentally faded are despatched during the hot season to recuperate. Apart from the Peak, Hong Kong has nothing of the kind to offer. Why is this? It is not that we do not possess a suitable site for a hill station. If we take a look at a map of the Colony, we shall see that there is quite a number of hill ranges averaging over 2,000 and under 3,000 feet, whilst Tai Mo Shan itself is actually a few feet (124 to be exact) over 3,000. The Director of the Royal Observatory at Kowloon, personally in-

formed us that, at a rough estimate, the mean temperature on the summit of Tai Mo Shan at about mid-day during the summer months would be from 8 to 10 degrees cooler than in Kowloon, whilst at night the difference might be as much as 10 to 12 degrees. These figures were given over the telephone and may not be strictly accurate, since Mr. Claxton stated that the temperatures have not been taken on Tai Mo Shan for a considerable time and he had no record of them available. We venture to suggest that the figures he has given us are too conservative, and that the night temperature of Tai Mo Shan may be as much as 15 degrees cooler than in Kowloon. In any case, it should be at least double the difference between the Peak (1,905 feet) and Hong Kong, which is sometimes five and sometimes six or seven degrees. Thus the advantages of sleeping in a temperature of 65 or even 70 degrees during the summer, which people residing on Tai Mo Shan would enjoy, are far too vital to health to be overlooked. The benighted Government official who receives only one week's leave each year, would be able to revitalise his grey matter and give so much more energy and efficiency to the ratepayers. Above all, the benefit to children would be enormous.

The question that will arise in most people's minds in connection with an enterprise of this kind will naturally be, "But who is going to build this wonderful health resort for us?"

We may state quite frankly that we cannot for one moment conceive the possibility of the Government undertaking a necessary work such as this. Its mind is too set upon building a road to a certain malarial spot in the New Territories, and encouraging speculators to erect a colony there, to bother its head about a hill station. Especially when the scheme is suggested by a local paper.

But land is cheap in the New Territories. The Government might even be induced to part with Tai Mo Shan on a long lease for so small a sum as \$100,000. The question of a road to the summit is certainly one that entails the consideration of much larger figures, but Tai Mo Shan is fortunately already easily accessible from the Castle Peak Road, and the construction of a motor road to the mountain would not be such a vast engineering undertaking as may be imagined. What ever may be the difficulties, it is practically certain that once the site was developed and a good road constructed, people would

be only too eager to build and rent houses for the summer. It only remains for a few enterprising business men to go into the matter thoroughly and obtain the co-operation of the Government. Such schemes have been carried out in Malaya, through virgin jungle and over high mountain ranges, and there is no reason why the far easier task of making a hill station in this Colony should not one day be achieved.

News in Brief.

Mrs. Nelson, residing at 2, Cornhill, Quarry Bay, reported to the Police that some time between 7 and 7.30 p.m., a thief stole from a drawer in her room a note case containing \$35.

Found by the Police abandoned on a piece of vacant ground near Dundar Street, Yaumatei, yesterday afternoon, a Chinese boy, aged about one year, was taken to the Kwong Wah Hospital, where it is now being cared for.

A successful band concert, the fourth of the series, was held in Kowloon last night, the band of the Somerset Light Infantry providing the music. The programme was greatly enjoyed by the large crowd that attended the Kowloon Football Club's ground.

Mrs. B. C. Squire, a resident of the Peak Hotel, has reported to the Police that whilst she was on the beach at Big Wave Bay, Shekko, last evening, between 7 and 8 o'clock, a thief stole from her the dressing shed a rattan basket in which she had put her hand bag containing jewellery and money worth \$75.

Mr. Thomas Weir, formerly Marine Superintendent of the China Merchants Steam Navigation Company at Shanghai, and late of Brincliffe, Helensburgh, Dumbarton, Scotland, who died on December 10, last year, left estate in this Colony to the value of \$148,200. Re-sealing of the testament-testamentary of the trust, disposition and settlement have been granted to Mr. D. L. Stirling, of Messrs. G. K. Hall Brutton and Co., who is attorney for the executrices, the widow and daughters.

Two Chinese were yesterday afternoon charged before Mr. H. R. Butters with attempting to pick the pocket of a compatriot in Queen's Road West on Saturday. Two district watchmen were suspicious of the accused when they saw them look into the pockets of pedestrians, and "shadowed" them. Presently the two accused decided on a victim and got on either side of him. With the aid of a handkerchief used as a screen one of the accused tried to pick his pocket. He bungled, however, and when the pedestrian turned round they both tried to run away but the district watchmen seized them. Both accused were sentenced to six weeks' hard labour. In addition, the second accused, who was charged with returning from banishment after he was sent away for a period of ten years in 1927, was sentenced to nine months' hard labour and 24 strokes of the birch.

On the ground that there was insufficient proof that the accused intended to sell a woman for an immoral purpose, Mr. H. R. Butters yesterday afternoon discharged four Chinese who were prosecuted by Inspector J. Murphy, of the S.C.A., under the Protection of Women and Girls Ordinance. His Worship commented that there was no evidence that the accused intended to make the woman lead an immoral life. With regard to evidence that they tried to marry the woman as a concubine, the Magistrate said that perhaps they were doing her a good turn. This drew from the Inspector the remark that if that was so the accused must have been endowed with the virtue of charity! However, His Worship intimated that he could not convict.

Browne was gazing intently into a customer's shop window when, mythe, an old acquaintance, accosted him. "Just spotting a costume for the wife, eh?" remarked Smythe jocularly.

"Yes," admitted Browne, "I'm looking for a banana shade." "Why that?" asked Smythe in surprise. "Because," explained Browne, "I think it will just be the thing that she can slip on quickly."

An over-dressed man was walking along a street one day, and his general bearing suggested that he wished to convey an impression that he was a very important person indeed. "Who is he?" asked a street-corner lounge of his pal who was engaged in the same occupation. "Oh," was the reply, "that's the bloke that owns the pen factory."

ROUND THE CINEMAS

"SOUTH SEA ROSE" AT THE QUEEN'S THEATRE.

MONTMARTRE FOLLIES.

The "bill of fare" at the Queen's Theatre is particularly good. In addition to the screening of a very entertaining picture, there is the Montmartre Follies, who delight the audience with their songs and dancing.

The talkie, "South Sea Rose" is a film that has a distinct human appeal. Lenore Ulric is the Southern beauty. She is depicted as a wild girl of the island, and her beauty lures men to do things which they would not have thought of doing in their saner moments. Charles Bickford is most convincing as Captain Briggs. The story is good and the acting is superb.

"South Sea Rose" is showing at all performances up to Saturday.

"CITY GIRL"

"Give credit where credit is due" seems to be a maxim of Charles Farrell. This was exemplified at the end of a sequence in the Fox Movietone talking picture, "City Girl," which is being shown on Sunday at the Queen's Theatre.

Of course, Charles did not mean to be uncomplimentary to Mary Duncan, Edith Yorke, and Dawn O'Day, who were making the sequence with him. This particular shot had to do with a live canary bird, a pet which Mary Duncan brings from the city to the Tustine wheat ranch when she and Farrell get married. She offers the little songster, which she has nicknamed "Caruso," to Dawn O'Day, Farrell's little sister. Excitedly the child places the cage on the floor and watches the bird flutter about. "Does it sing?" Dawn asks. "Just listen," replies Mary, and as she whistles a few notes, the canary starts to sing happily. After this sequence had been concluded and Director F. W. Murnau called "Cut," Charles remarked: "Gosh, that was a bird of a scene."

Charles Farrell and Mary Duncan, who play the chief roles, are ably supported by David Torrence, Guinn Williams, Edith Yorke, and Dawn O'Day.

"THE LOVE PARADE"

"The Love Parade" can be acclaimed as one of the best productions of the talking screen ever seen in Hong Kong, judging by the enormous crowds of people who have made their way to the Central Theatre for the past two days on the film's successful return. It is being shown to-day and, we understand, that to-morrow will be the last chance. The film is one which everybody should make a point of seeing.

Much credit is due to Jeanette MacDonald for her splendid acting, portrayal, and fine singing. Maurice Chevalier is outstanding in the leading role with Miss MacDonald, while Lupino Lane and Lillian Roth contribute in no small measure to this highly successful film, which was made by Ernest Lubitsch.

The songs are catchy, among the numbers rendered by Jeanette being "Dream Lover" and "My Love Parade." Settings throughout are on a lavish scale and the dialogue is particularly clear.

KWANGSI REBELS.

RETREAT TO THE WEST RIVER.

MOVE COUNTERED.

Canton, Yesterday.

Taking advantage of the fact that the 8th Route Army are engaged in the attack on Yungfu and Luchow, the Kwangsi insurgents are contemplating a retreat to Wuhun and the upper reaches of the West River. Anticipating such a move, General Chan Chai-tong, C-in-C. of the 8th Route Army, has recalled the 63rd division under the command of General Li Yang-king to patrol all important towns along the West River. Other divisions of the 8th Route Army are still left at their respective positions for the attack on Yungfu and Luchow. It is understood that the entire division of General Li Yang-king have arrived at Mengshan, from where they will be distributed to various posts along the river. Canton News Agency.

"At a late night, the galleries go to see the celebrities in the in the Colony it was resolved to abolish the 'chit system' as from September 1st and to introduce 'There is probably some reason either the deposit or cash system or other for the presence of the according to the vote of each individual Club."

REDS IN NORTH.

WANG DENIES NANKING ALLEGATION.

NO INSTIGATION!

Peking, Yesterday. The Nanking communiques issued recently, with Wang Ching-wei's alleged wires urging co-operation with the Communists in the south, has arrived by mail to-day.

Wang Ching-wei in a statement to the Chinese Press emphatically denies that he supported or instigated the "Reds" in Hunan or elsewhere; and states that far from having wired to Li Chung-yan and Feng Yu-hsiang to co-operate with the Communists, he actually wired urging them to suppress the "Reds." All three are against Communism. —Reuter.

Relief Fund.

Canton, Yesterday. Over 100 Hunanese merchants and residents in Canton met together on Monday at the Hunan Residents' Association in Ho Fun Kai to discuss and adopt measures for giving relief work to the sufferers in Changsha, which has become devastated by the recent uprising of the Communists.

The outcome of the deliberation was many resolutions passed, relating to: Organisation of a war relief society to raise public subscription amongst the Hunanese community in the city to relieve the inhabitants in Changsha, who have been adversely affected by the memorable riot. A petition to be addressed to the Central Government asking that steps be taken to wipe out all the "Red" elements in that province. Those Government officers in charge of the administrations of the Changsha city who are found to have grossly neglected their duties by not taking the timely precaution in preventing the occurrence of the sad incident, be severely punished.

It is learned that the Association has been promised full support by the local Government authorities in its campaign for raising funds for relieving the war sufferers in Changsha. —Canton Gazette.

Y.M.C.A. CONCERT.

PROGRAMME FOR THIS EVENING.

The following is the programme for the European Y.M.C.A. concert in Kowloon this evening:—
Song: "A Little Glean of Sun" (Teschemacher). Mrs. G. R. Leib.
Humorous Song: "Mr. W. J. Geall." Duet: Mr. & Mrs. G. R. Leib.
Song: "Cyprian Dan" (Kennedy Russell).

Mr. W. H. Bailey.
Humorous Song: "Mr. J. A. Jeeves." Duet: "The Battle Eve" Mr. W. H. Bailey and Mr. Li Chor-chi.

INTERVAL

Song: "The Dream Flower Tree" (Teschemacher). Mrs. G. R. Leib.
Humorous Song: "Billy Boy" (Frank Crumit).
Mr. V. C. Labrum.
Song (Selected): Mr. Li Chor-chi.
Humorous Song: "Mr. J. A. Jeeves." Duet: "Captain Mac" (Sanderson).
Mr. W. H. Bailey.
Duet: "The Voyagers" (Sanderson).
Mr. & Mrs. G. R. Leib.
At the Piano: Mr. W. R. Fleming and Mr. H. J. Fountain.

Ten Years Ago.

[From the "China Mail," August 14, 1920.]

To-day's dollar is worth 4/- 2/4.

Hong Kong: How Governed?—In theory, a Crown Colony is governed by the man who wears the Crown. In practice, we know that the King has far too much to do to give his personal attention to our affairs. In theory again, the Secretary of State for the Colonies knows all about us, and considers our case and decides our problems. In practice he knows next to nothing about us.

So, how is Hong Kong governed? It isn't governed at all. It merely muddles through a maze of precedent.

Ten Years Hence.

[From the "China Mail," August 14, 1940.]

At a meeting of the Council of the Football Association, it was agreed to accept challenges from Macao, Canton, Shanghai, Hankow, Singapore, Kuala Lumpur and Penang. The Eastern tour will be arranged for next Chinese New Year and that to Malaya at Easter.

At a meeting of delegates from the majority of the sports Clubs go to see the celebrities in the in the Colony it was resolved to abolish the 'chit system' as from September 1st and to introduce 'There is probably some reason either the deposit or cash system or other for the presence of the according to the vote of each individual Club.'

ADULTERATED WHISKY.**Chinese Dealer's Appeal Dismissed.****BELOW STANDARD STRENGTH.**

Kuala Lumpur, Aug. 1. In the Supreme Court yesterday morning the Chief Justice, the Hon'ble Mr. H. L. Elphinstone, K.C., dismissed an appeal by Tan Chong Kee and Chan Yew Beng, owner and assistant respectively of the firm of Chop Ban Tong Seng, Brickfields, Kuala Lumpur, against fines for selling adulterated whisky.

Mr. S. N. Sharma appeared for the appellants and the Deputy Legal Adviser, Mr. R. C. Cussen, for the respondent.

Outlining the facts of the case, Mr. Sharma said that on January 21 of this year a Mr. Vickers went to Chop Ban Tong Seng and asked for a bottle of Black and White whisky. When he opened it on his return home he thought it was not up to ordinary strength. He wrote to the local agents complaining of this and four days later at their request sent on the remainder of the contents. Three days later this was sent to the analyst and a certain report put in.

Payment Refused.

In the meantime on February 4 in the company of the agent, Mr. J. Bennett, of the Boreo Co., Ltd., Mr. Vickers returned to the shop and Mr. Sharma contended that while two other bottles were taken away the shopkeeper refused payment and it did not constitute a sale. These two bottles, along with another taken from the agent's store, were also sent to the analyst. Mr. Sharma argued that certain parts of the analyst's certificate were inadmissible as evidence as they referred to the condition of the capsules on the bottles, and this reference had influenced the Magistrate in coming to his decision.

It was said that when Mr. Vickers made his purchase on February 4 the two bottles were handed down from the same shelf from which the bottle on January 21 had been taken. When it was handed over a Chinese passing by shouted out something, and the salesman, the second accused, gave back the \$10 note which had been tendered in payment and tried to induce Mr. Vickers to hand back the bottles in exchange for others. Mr. Sharma contended that the money had been tendered outside the shop and refused by the Chinese.

Mr. Sharma further stated that while he did not say the whisky had been interfered with after it left the shop and before reaching the analyst, it could easily have been and the prosecution had not taken sufficient precautions to ensure that it would not be tampered with. Had this happened in England there would have been no prosecution.

Strength of the Brand.

Counsel then dealt with the subject of the strength of the brand of whisky in question and referred to the evidence of the chief clerk of the Customs Department, who said that on no occasion had the strength been found to be below 72.7 per cent. On four different tests the figures were 76.5, 76.5, 76.3, and 72.7 per cent. There was thus no true standard by which this whisky could be judged. How could they prosecute anyone for keeping articles not up to quality unless they first ascertained what that quality was?

Mr. Cussen pointed out that the prosecution was not under the Food and Drugs Enactment but under the Excise Enactment, which laid it down that it was an offence to reduce whisky below 75 per cent. Mr. Sharma replying that in that case every person selling whisky below that figure, even if it were genuine and straight from the agent's store, was committing an offence. If it was shown that genuine whisky was well below 75, how could they prove that whisky sold at 69 had been tampered with?

Not Strength and Quality Demanded.

Giving judgment without calling on Mr. Cussen, his Lordship said that the appellants had been charged with selling Black and White whisky to the prejudice of the purchaser. The three bottles purchased from the shop contained spirit of the following percentages, 64.6, 65 and 69, while the strength of the sample bottle of genuine whisky was 77.2 per cent. There was also evidence from the tests made by the Customs in past years that the strength of this brand had never been found to be below 72.7. On this the Magistrate found as a fact that the whisky sold was not of the strength and quality demanded. His Lordship's opinion there was ample

BYRD IN MANILA.**PHILIPPINE OLDTIMER AS COUNSELLOR.****"DEVILISH GOOD JOB."**

A Philippine oldtimer, now living in Los Angeles, first put the idea of service in the United States Navy into the mind of Rear Admiral Richard Byrd, who is now receiving the plaudits of the world for his great flight to the South Pole. Byrd was in Manila as a youth, when he met John H. T. Flaherty, veteran of the United States Navy. Flaherty, in an interview given to a Los Angeles newspaper tells how Byrd then visiting Judge Adam Carson, was first imbued with the "navy idea."

Flaherty says: "When Byrd was a lad just 12 years of age, he came to Manila, where I was then stationed, to visit a relative, Judge Adam Carson, of the Insular Court of First Instance."

"After serving in the Navy during the war with Spain I had been paid off in Hong Kong. Later I went to Manila, where I became chief storekeeper for the Insular Coast Guard Service. Our principal storehouse was located on a small island in an estuary of the Pasig River, a place rather difficult to reach, and I was quite surprised when I looked up from my desk one day to see a fine-looking youngster inspecting the place."

"When he saw me, he came over to the desk and began asking questions. And I want to tell you he could ask them, too, and every question was backed with intelligence. 'I knew every American boy and girl in Manila in those days, but this lad was a stranger. He told me he was Dick Byrd and that he was from Virginia and paying a visit to Judge Carson. I never learned just how he found his way to our little island, but I do know that from that day a friendship was formed that has been kept up until now."

"It was not long before I realized that young Byrd was genuinely interested in the sea and everything that had to do with ships and sailors. He could not be kept off ships. He went aboard every one of our battleships, cruisers and destroyers at Cavite and Olongapo time and again. He would ask thousands of questions and the officers and men took pride in answering them, so sincere and gentlemanly was the boy I used to explain to him the machinery in the holds of our small Coast Guard vessels, and time and again I went with him aboard the old barnacle-covered Spanish coastwise and inter-island ships that used to tie up along the banks of the Pasig below the Bridge of Spain; where he became a great favourite with the Spanish captains and mates."

"One day," Flaherty explained, "I said: 'Dick, you have the sea in your blood, and nothing will ever keep you away from ships, so if I were a youngster like you, I'd study for Annapolis. If you will do this, I've no doubt but that you will pass the examinations and become an officer.'"

"Shortly afterward, young Byrd left Manila for a cruise to Europe through the Suez Canal. He entered Annapolis in 1905, I believe, and graduated four years later. The whole world knows what he has accomplished since then; but I claim credit for starting Byrd on his career, and devilish good job I think I did," the old retired sea dog smilingly concluded.—Ex.

Justification for that conclusion, he saw no reason to disturb his finding on that point.

Analyst's Evidence.

The appeal was also put forward on the ground that there was certain inadmissible evidence in the certificate of analysis which stated that three of the bottles were apparently unopened but the foil cover on one was more creased than the others. His Lordship agreed that that was inadmissible but there was clear evidence by Mr. Bennett, as to the condition of the capsules, and as the Magistrate was in no way influenced by the passage complained of, the appeal also failed on that ground.

The remaining ground of appeal was that there was no evidence of sale, but it was sufficient to say that Mr. Vickers asked for the two bottles and that they were given to him and a \$10 note given in payment. It appeared that subsequently the vendor got suspicious and tried to force the \$10 note back and it was true that Mr. Vickers apparently did take it back but it was perfectly clear that there was no sale. The appeal was therefore dismissed.—Malay Mail.

PASSING OF PUNCH AND JUDY.**"Drama of Unparalleled Crudity."****VOGUE FOR THREE CENTURIES.**

On one of the more quiet streets of London's Soho or in the market place of some old town in upper Germany we may still encounter, at too infrequent intervals, the play performed by little wooden people that has delighted millions of spectators for at least three centuries. It is a drama of unparalleled crudity enacted on the crudest of stages—a platform two feet square which is supported on four legs some five feet above the ground. Three sides of the stage are curtained by cheap and gaudy cloth which also conceals the legs and whatever or whoever may stand behind them. But the best spectators of this open air play never speculate at all as to what may stand hidden behind that cloth; they assume as a matter of course that the grotesque wooden figures, less than a foot high, appearing and disappearing through some mysterious trapdoor, are living people engaged in active contest and frantic disagreements. At least, they adopt quite willingly what Coleridge somewhere calls "a temporary suspension of disbelief." Nowhere does our human pleasure in being deceived show itself more clearly than in a group of children watching the violent melodrama of Punch and Judy.

Unheroic Hero.

This Mr. Punch is altogether the strangest and least comprehensible hero that ever has trod the boards, and indeed it is hard to see that there is anything heroic about him. In addition to the fact that he is a criminal—which would not of itself disqualify him for belonging to the class, let us say, of Shakespeare's Macbeth—he is a coward, a braggart, and a fool. He never says a witty thing or does a wise one, and the chief of his activities is knocking other people on the head. What is it in him, then, that has endeared him to millions of children and that draws an indulgent smile even from the stern-browed moralist? Simply, his amazing success. Mr. Punch does exactly what he likes in his small wooden world, and the things he likes to do are one and all atrocious. Yet he is never punished for them—barring an occasional knock on the head—and he emerges triumphant at the end of every encounter. Out of nothing but tragic materials he makes a roaring farce, and thus he puts the whole world in his debt.

But, Ighabod! Ighabod! Mr. Punch, Thy glory has departed. Not for a hundred years and more have you appeared in such splendour as that provided for you by Flockton and Robert Powell, those two supreme "motionmasters," both of whom retired upon very respectable competences on the proceeds of your labours. Never again, it seems likely, will you enjoy such acclaim as that recorded by Dick Steele in his account of the contest at Bath between Mrs. Petulant and Madame Prudentia. A company of strolling players had come into the town, you will remember, to enact a play of Alexander the Great, and these full-sized actors had been engaged by Mrs. Petulant, but Madame Prudentia chose, more wisely, the wooden actors of Mr. Robert Powell, then unknown to fame. We are told that in order to insure attention to these little people a number of puppets—including a wooden drummer and a wooden Adam and Eve, besides several other antediluvian personages of the same material—rode through the streets in the morning on horseback. The Mayor of Bath, says Steele, "was so wise as to prefer these innocent people, the puppets—who, he said, were to represent Christians, before the wicked players who were to show Alexander, a heathen philosopher." By ten in the morning of that day, in May, 1709, all the fashionable people in Bath were seated in the Pump Room to witness the puppet show, and when the performance reached Noah's Flood, you, Mr. Punch, and also your wife Judy, were presented dancing in the ark. At this point a friend of Mrs. Petulant arose in the audience and objected that your presence in such a place violated all the rules of dramatic propriety as laid down by Aristotle—an interruption, by which he was roundly hissed by all the partisans of Madame Prudentia. Before the performance was over you had worked yourself into the good graces of even Mrs. Petulant herself, and it is recorded that your final exit you, said Madame Prudentia, very great compliment and bowed to you to the entire company that your buttons touched the floor.

Origin of Punch.

The question concerning the

origin of Punch is a fascinating but probably insoluble problem upon which a great deal of scholarly ink has been expended. All agree that he is at least three hundred years of age, but some assert that he is three thousand, deriving him, together with all the other Italian "maschere" with which he is certainly associated in some way, from the ancient Ocean plays known as the Atellane. It seems far more likely, however, that his main traits were developed near Naples by an actor named Silvio Fiorillo, early in the seventeenth century. This popular impersonator is said to have shaped the character in good-humoured ridicule of the peasants of southern Italy, and the character soon became so familiar that it was lifted out of the commedia dell'arte to which it originally belonged and began a long independent career on the puppet stage. Mr. Punch was at first called Punchinello, that is to say "a little chicken," in allusion to the grotesque beak-like curve of his nose, and it was under this name that Mr. Samuel Pepys knew and admired him. His wife Judy, when she arrived in England with her indolent husband, was usually called Joan. Husband and wife enjoyed on their first arrival in London a huge popularity with all classes. They are mentioned repeatedly not only by the childlike Pepys but by his more dignified contemporary, Sir John Evelyn. At the opening of the eighteenth century they were introduced at Bartholomew Fair by the famous Robert Powell, who later set up a more permanent puppet-show at Covent Garden, Samuel Butler, Richard Steele, and Jonathan Swift, and John Gay are only a few of the men of letters of that time who did them honour. It is clear that they pleased the fancy of the period for things little and artificial, and that their cheerful violation of human law hugely delighted the same persons who gave such vogue to the Beggar's Opera. All through the eighteenth century, indeed, Punch and Judy held the affection of England. One reason for its slow decline during the century that followed may have been the introduction of much more elaborate puppet-shows from Italy and Holland—shows for which even Thackeray and Goethe did not disdain to write the words.

Considering that the play of Punch and Judy comes down to us from the Italian commedia dell'arte, in which no words were ever written but all speeches were improvised on the stage itself, it is appropriate that there should be no standard text, and that every performance one sees should vary more or less from all others. The range of Mr. Punch's activities has been greatly restricted since his period of glory, at which time he associated on terms of utmost intimacy with the Seven Champions of Christendom and the Queen of Sheba, not to mention the Patriarch Noah. At present, and for a long time, he mingles only with the common herd; he is distinctly plebeian in his social relationships if not in his conduct. As we see him in Germany and England, he is to-day the citizen of a small town, and one infers that he keeps a shop. His neighbours do not quite like him—how could they?—but it seems probable that they feel a certain pride in the possession of a person so amazingly eccentric. He is an expensive luxury to them, but on the whole worth keeping.

Why So Popular.

Crude and violent as this little drama is, its popularity for so many years suggests to a thoughtful spectator several interesting traits in human nature. Something more than the universal liking for make-believe is at the root of this popularity. We delight to see one creature in the world, although made of painted wood, doing exactly as it likes without any unpleasant consequences. After each and all of his heartless crimes—as, for example, when he throws his baby out of the window, because it will not stop crying—Mr. Punch makes a single emphatic and highly expressive remark: "Hel! Hel! Hel!" That is all—and then he proceeds to do something still more dreadful. But one would need to be a very stern-browed moralist indeed to find fault with this. Mr. Punch's high-pitched nasal voice, his enormous nose, and his goggle-eyes put him quite out of the world we live in.

MAIDEN ASSIZES.**CHIEF JUSTICE TO GET WHITE GLOVES.**

There will be no cases for the Assize Court this month, and in conformity with the time honoured custom the Chief Justice, Sir Joseph H. Kemp, K.C., will be presented with a pair of white gloves in open Court by the Registrar.

The last time that a similar ceremony took place was about three years ago when the Puisne Judge, Mr. Justice J. R. Wood, who was then acting for Sir Henry Gollan, was made the recipient of a pair of white gloves.

The presentation will be made on Monday morning.

NEW ADVERTISEMENTS.**HONG KONG CRICKET CLUB.****REMINDER.**

By Kind Permission of Major R. H. E. Bennett, M.C. and Officers, the Band of the Somerset Light Infantry will give a CONCERT on the CRICKET GROUND on FRIDAY, 15th August, at 5.30 p.m. Members and Subscribers will be "At Home" to their friends.

SHADOWS BEFORE**COMING EVENTS ANNOUNCED IN CHINA MAIL.****Entertainments.**

To-day—Queen's Theatre, "South Sea Rose," and the "Montmartre Follies."

To-day—Star Theatre, "Redeeming Sin."

To-day—World Theatre, "Scarlet Letter."

To-day—Majestic Theatre, "His Tiger Lady."

To-day—Central Theatre, "Love Parade."

To-day—Y.M.C.A. Concert, 9 p.m.

August 15—Hong Kong Cricket Club Concert on Cricket Ground, 5.30 p.m.

Sports.

See Special Sports Diary on page 5.

Lammerie's Auction.

To-morrow—At 16 Godown, China Provident Loan & Mortgage Co., Ltd., Kennedy Town, 5814 pieces timber 11 a.m.

Land Sale.

August 18—At P.W.D. Offices, one lot of Crown land at Prince Edward Road, 3 p.m.

Meeting.

To-morrow—Allice Memorial and Affiliated Hospital, Chamber of Commerce Board Room, noon.

Home Mails.

To-day—Inward from Europe via Suez (Mantua).

To-morrow—Inward from Europe via Siberia (Witram and Rajputana); Outward for Europe via Siberia (Mantua), 8.30 a.m.

RADIO**TO-DAY'S PROGRAMME.**

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 956 metres:—

6 p.m.—Auntie Pat, Uncle Dick and Uncle Jeff will entertain the Kiddies.

6.30-8 p.m.—European Programme of Victor Records.

"Roman Carnival"—Overture (Berlioz). Philharmonic Orchestra, Berlin (1927A).

"Valse Triste" (Sibolius).

"Humoresque" (Dvorak).

Missa Elman, Violinist (1883B).

"The Glow-Worm" (Luncheon).

"Hearts and Flowers"—Intermezzo (Tobani).

Victor Concert Orchestra (1882Z).

"Madam Butterfly"—Un Bal Di Vedremo (Puccini). Un Bal Di

"Bohème—Mi Chiamano Mimì". Litteria Bori, Soprano (1879B).

"Spanish Caprice" (Korakow). San Francisco Symphony Orchestra (1880B).

"Clair de Lune" (Suzuki).

"Swing Low Sweet Chariot" (Barlegh).

Dame Nellie Melba, Soprano (1873B).

"Old Folks at Home" (Foster), "Souvenir" (Orla).

Fritz Kreisler, Violin Solo (1825).

"My Heart Stood Still".

"Together".

Paul Whitman and His Concert Orchestra (1858B).

"Three Norwegian Melodies".

"The Hard Girl's Sunday". Lawrence J. Munsen, Organist (1858B).

"Cavalleria Rusticana" (Mascagni). Metropolitan Opera Chorus (1915D).

"Orpheus in Hades"—Overture (Offenbach).

Victor Symphony Orchestra (1858B).

8 p.m.—Chinese Programme.

9 p.m.—Weather Report.

Chinese Programme continued: 10.30 p.m.—Close Down.

BATHING-FATALITY.

A bathing fatality occurred at 1.30 p.m. yesterday at the Taichimui bathing beach, opposite the South China Athletic Association's Pavilion.

The victim was Wong Hing-yin (22), a student of the Langman University, Canton, who was spending his summer vacation in Hong Kong. He was swimming with his sister near the shore when he suddenly sank and did not reappear on the surface. The sister gave the alarm, and two members of the pavilion staff went into the water. After diving several times they located the body and brought it ashore. There were still signs of life, and artificial respiration was immediately applied whilst waiting for the ambulance.

The young man died on the way to the Government Civil Hospital.

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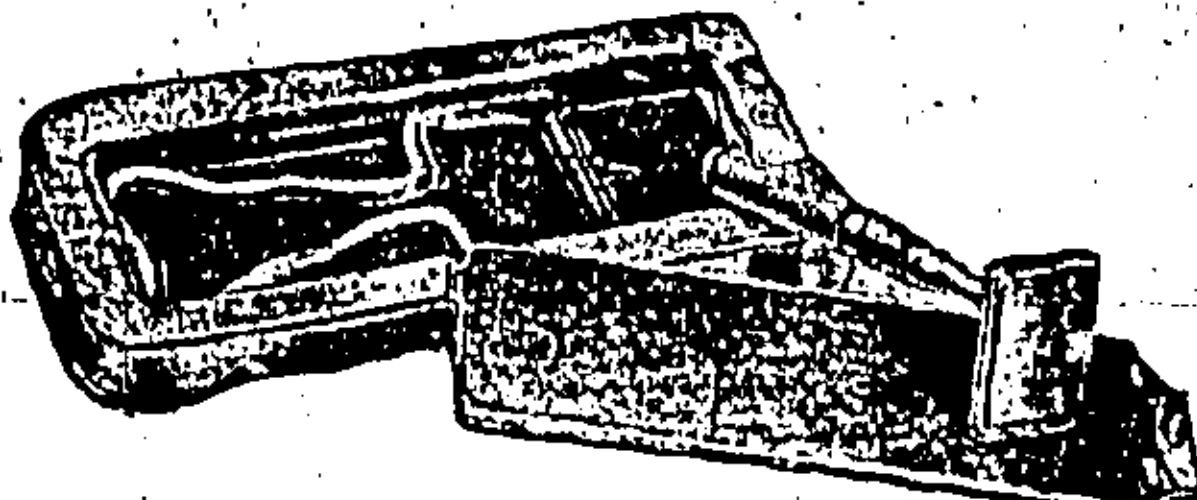
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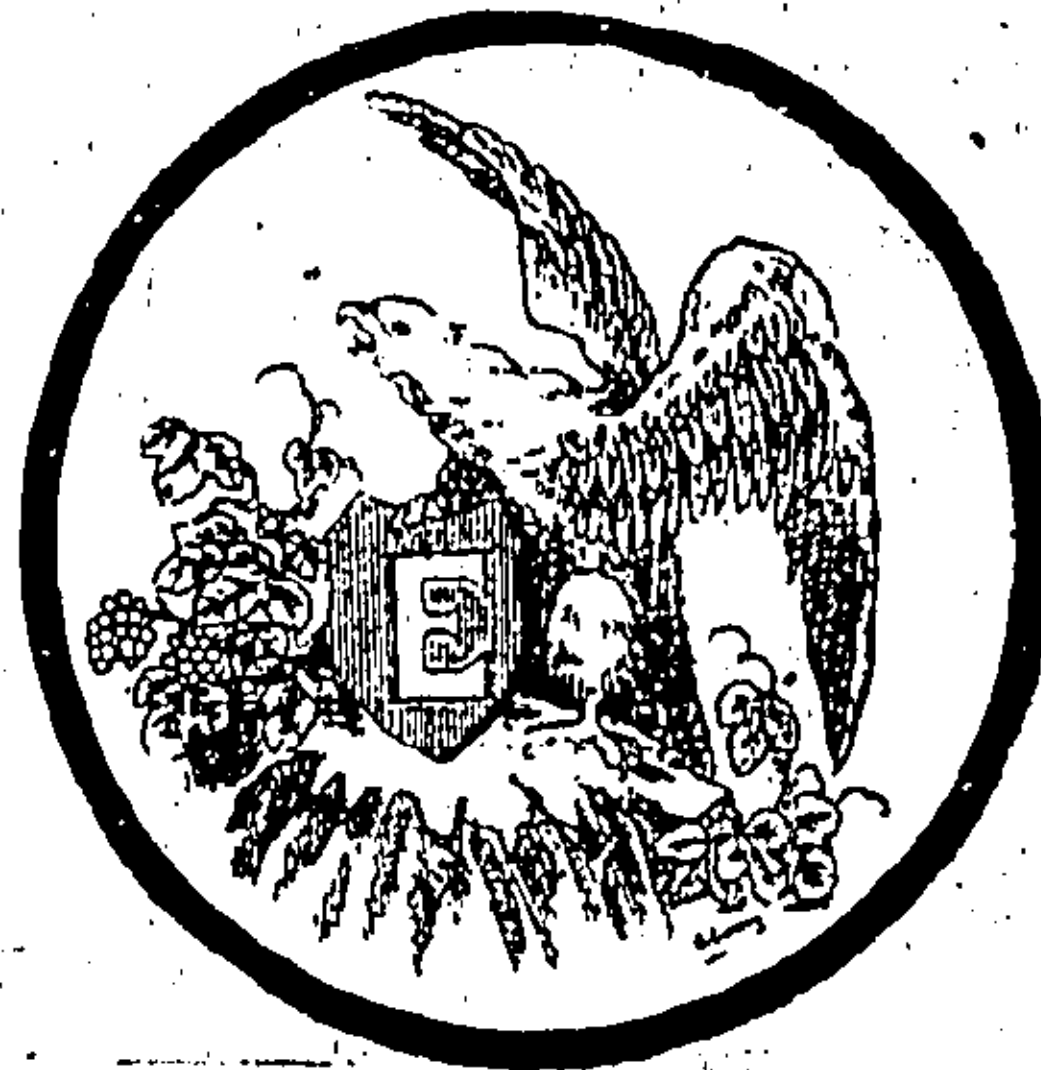
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Sport Columns

GREATEST CRICKET SENSATION.

Exclusion of Chapman
Raises a Storm.

HIS DISAPPOINTMENT.

London, Yesterday.
The omission of A. P. F. Chapman from the Test team to do service at the Oval comes as one of the greatest cricket sensations for many years. Famous cricketers and critics are amazed at the decision of the selectors, though nearly all agree that R. E. S. Wyatt is a reliable captain.

Wholly inexplicable.
In a lengthy review in the Sydney Sun dealing with the performance and ages of the Test sides, the writer says: "The rejection of Chapman is wholly inexplicable as he has played the parts of sheet-anchor, hitter, and match winner combined. His fielding has been one of the sights of the season."

Chapman, when interviewed by the Daily Mail, naturally expressed his disappointment and frankly admitted that he failed to understand why he had been dropped, but said "With all my heart I wish Wyatt and his team complete success."

Verging on Hysteria.
The Daily Herald says that the exclusion of Chapman is now perilously like hysteria, and that the change is unwise and deplorable. Trevor Wignall, writing in the Daily Express, says that this extraordinary and highly sensational decision may be justified by the result, but at the moment it looks entirely foolish.—Reuter.

LATEST CRICKET AVERAGES.

Duleep Stipp Tops
English Batting.

London, August 5.
The following are latest English cricket averages.

cricket averages.				
Batting.				
	Inns.	Runs	Highest	Aver.
Duleepsinhji	34	2,124	333	68.51
Sutcliffe	27	1,271	160	60.52
Ducat	35	1,224	218	52.39
Whysall	34	1,072	168	52.25
Tydaley	34	1,390	255	51.45
Hobbs	32	1,506	146	50.29
Bowling.				
	Wkts.	Runs	Aver.	
Parker	89	1,180	13.35	
Tydaley	107	1,789	16.71	
Freeman	102	3,221	16.77	
Larwood	67	1,120	16.85	
Slater	64	1,082	16.90	
Langridge	66	1,080	17.50	

AUSTRALIAN AVERAGES.

Batting.				
	Inns.	Runs	Highest	Aver.
Bradman	25	2,156	334	102.66
Kippax	23	1,071	120	63.00
Woodfull	20	1,154	215	60.73
Fonsford	23	1,080	220	51.50
Jackson	22	695	118	34.75
McCabe	25	798	98	34.69
Bowling.				
	Wkts.	Runs	Aver.	
Grimmett	120	1,743	14.52	
Hornbrook	60	1,179	19.65	
Bradman	9	211	23.44	
McCabe	22	528	24.00	
Fairfax	32	823	25.71	
Hurwood	19	520	27.38	

BASEBALL.

LOCAL "GIANTS" TO BATTLE
FOR LEAGUE HONOUR.

Local ball players will again be in action commencing from Saturday. They have had a severe setback, but this did not daunt their spirits, and while the fans were wondering why there were no ball games this season, they have been working hard behind the scenes, overcoming difficulties.

It is now announced that the Baseball League will officially commence on Saturday at four o'clock when the South-China waiters will cross bat with the Japanese crew. A good game is in store as, when these two old time rivals meet, there is no "kid play."

The fixtures are—
Aug. 16—South-China v. Japanese.
17—Kioia v. Texaco.
18—Philippine v. Japanese.
19—South-China v. Kioia.
20—South-China v. Philippine.
21—Japanese v. Texaco.
22—Texaco v. Philippine.
23—Japanese v. Kioia.
24—South-China v. Kioia.
25—South-China v. Philippine.
26—Kioia v. Texaco.
27—Philippine v. Japanese.
28—South-China v. Kioia.
29—Japanese v. Texaco.
30—South-China v. Philippine.
31—Texaco v. Philippine.
1—Japanese v. Kioia.
2—Philippine v. Japanese.
3—South-China v. Kioia.

VARDON AND JONES— A COMPARISON.

The Great Strain of
Big Golf.

Now that the major championship events have been concluded it is instructive to review the past few weeks from a broad aspect.

The mere mention of championships and champions conjures up the picture of a little stern-faced figure in grey in the person of Mr. Robert Tyre Jones. There is no one so foolish as to deny that Mr. Jones has thoroughly deserved the honours which he has taken home with him, (writes T. H. Cotton in a home paper).

The question whether Harry Vardon was a greater exponent of the golfing art—as distinct from the game of golf played by ordinary mortals—is one which may never be entirely settled. When Vardon was in his heyday he could be relied upon to play 72 holes without being once off the line, even in the edge of the rough, and if he was in bunker at all it was usually because he was trapped from a shot that went too far or not far enough.

When we also remember that in those days Vardon played with a ball which was not so amenable to control as the present-day rubber cored ball, and that even the clubs were not of such a high standard of perfection, we might reflect upon comparisons with Mr. Jones.

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As the present-day rubber cored ball, and that even the clubs were not of such a high standard of perfection, we might reflect upon comparisons with Mr. Jones.

Clubs in Vardon's Day.
The multiplicity of clubs which enables a golfer nowadays to play the exact shot for any lie or distance did not exist in Vardon's best days. It was sometimes necessary to make a lofted iron do the work of a mashie and a little more.

On the other hand, Mr. Jones might have been able to do all that Harry Vardon succeeded in accomplishing if he was asked to do so, and, in my opinion, he would succeed. He is one of those players who cannot help being successful with a golf club, no matter what kind of shot they have to play.

There is one indisputable fact: Mr. Jones is the best golfer in the world at the present time, and while he continues to play in the championships in Britain and America he must always be considered a probable winner.

The strain of championship golf, however, is beginning to tell upon Mr. Jones, and I should not be surprised to hear that he had retired from his competitive golf during the next few years.
It is possible to explain Mr. Jones's successes as a triumph of mind over the difficulties of the game. Behind his calm exterior is always a fierce struggle to control nerves, which seem to be breaking down in the strain.

Championship Play Terrors.
I am told that he suffers agonies when he is playing in a championship. He enjoys neither food nor rest to their full extent and twice I have seen him at the end of a championship about as near to physical and mental exhaustion as it is possible for a golfer to be.

I have said repeatedly that I think there is a very definite improvement in the standard of golf played by British professionals, and I repeat it. The Open Championship proved this to be correct.
We must always expect the professional golfers of America who come to this country to play in championships to do well, because they have a big advantage over the home players.

In this country a professional is not expected to be merely a player. He must spend a great deal of his time teaching, club-making and helping his club members. That is why he is attached to a golf club.

A Life of Tournament Play.
When he goes to a championship, meeting it is a big occasion, and he plays in surroundings and circumstances to which he is not accustomed. It is difficult to command one's best on such occasions.

The American professionals who come over here spend most of their lives playing in tournaments. They take only seasonal engagements with clubs, play in all the big tournaments in the north during the season, and spend the winter months when we are finding it difficult to get a game or two outside our home

CHINESE FOOTBALL TOUR.

To Meet Leading
Amateur Clubs.

LEAVING THIS MONTH.

London, July 3.
Full details have been published here of the arrangements for a world tour of a team of Chinese amateur footballers during the coming season.

"The team," it is stated, "will consist of the best amateur talent in China, recruited from clubs in Shanghai, North China, Hong Kong and Singapore, and the majority will be university and college students who have taken up the game enthusiastically."

Leaving Singapore on August 22 the team will reach Marseilles about September 12 and will travel direct to Vienna, where they will commence the European portion of the tour by playing the best clubs in Austria. From Vienna they will journey to Hungary, Switzerland and Germany, before reaching England in October, when they will be received by Sir F. J. Wall, the Secretary of the F.A. On arrival in London they will be entertained to dinner at the House of Commons and will receive an official welcome by the Government. In addition Sir Oswald Stoll have invited the officials, players and the members of the Chinese Delegation in London to spend an evening at the Coliseum.

For the greater part of their stay in the British Isles the headquarters will be at York, but the tourists hope to be often in London and have been promised a warm welcome by the Amateur Cup holders, Ilford. They have received much assistance from the Rev. H. Dunning, M.P., Deputy Speaker of the House of Commons and president of the Ilford Club, and also from Sir F. J. Wall.

"The Chinese players created a deep impression during a tour in Australia, and they will be pitted against the best amateur teams here, in addition to representative sides of England, Ireland, Scotland and Wales. The arrangements of the tour are in the hands of Mr. Sidney Harris, who was in Hong Kong and Shanghai for several years and helped to popularise the game in those towns. On completion of their European programme the team will leave England about December 20, returning to China by way of U.S.A. and Japan."

INTERNATIONAL BRIDGE.

Anglo-American Match
in September.

An international bridge match between British and American experts has been arranged, and will take place in London in September.

It will be the outcome of a challenge made by Lieut. Colonel Walter Buller, author of "Reflections of a Bridge Player," and accepted on behalf of America by Mr. Ely Culbertson, the American authority.

In a cablegram Mr. Culbertson said: "Probably the American team will include Mrs. Culbertson, representing women players, Theodore Lightner, George Reith (chairman, Card Committee—leading club), Baron von Zedwitz, perhaps myself, and one substitute to be determined later. The team is prepared to leave early in September. They insist on playing three hundred hands, which will take six days."

LAWN BOWLS.

CLUB DE RECREO BEAT THE
K.C.C.

The Spey Royal Cup tie between the Kowloon Cricket Club and the Club de Recreo, which was left unfinished previously with the score at 22—18 in favour of the Portuguese rink, was resumed yesterday at the Kowloon C.C. Scores: Kowloon C.C. 28, Club de Recreo 18. L. C. R. Score: H. G. Silva 11, A. Ribeiro 11, R. Luz 6, (Skip) 28. Kowloon C.C. Score: H. G. Silva 11, A. E. Silkestone 11, J. Fraser 6, (Skip) 28.

courses—in big money tournaments in California and Florida.
They play in the sunshine all the year round and when they leave for England, they are "kayed" up to tournament golf while many of our men are emerging from a sort of hibernation in their shops.

This does not alter the fact that the British standard is improving. Rather, does it emphasize it, because of the good scoring in the tournaments this season.
I doubt very much whether any of the Americans would have succeeded in displacing Ernest Whitcombe, who won the French Open Championship at Dieppe with an average score of seventy and a half for four rounds of medal play.

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THE THIRD RUGBY TEST.

British Team Lose Even
Match.

Auckland, July 26.
In the third Rugby Test match, New Zealand beat the British touring team by 15 points to 10.

The match, which was witnessed by 42,000, was favoured by fine weather. The ground was heavy and a slight cross-wind was blowing. Britain won the toss and had the advantage of the sun. Bassett cleared New Zealand's initial attack. Parker dribbled cleverly. Black narrowly missed a penalty. Perfect handling by Poole and Spong resulted in Spong sending over. Bowcott to score a try, which Black converted from an easy position.

New Zealand then played up and gained the greater share of the game. Nicholls sent over a cross-kick for Lucan to gather smartly and score. Strong converted.
At half time the score was five points all.
Parker, on resumption, narrowly missed scoring. Cooke returning brilliantly, Parker again burst clear, but Nicholls intercepted and kicked to Bassett. McClean charged down Bassett's kick and scored. Strong not converting. Attractive and fluctuating play then followed, at the end of which Nicholls coolly scored a dropped goal. Spong's magnetic handling at this stage delighted the crowd.

Another New Zealand attack was then rewarded. McClean scoring a try which Nicholls failed to convert. Jones intercepted a New Zealand pass and sent Aarvold away with a glorious "swerving" run through the backs, scored a try which Black converted.

ARMY LAWN TENNIS.

London, August 2.
The final of the Army lawn tennis championships took place at Hurlingham to-day when Lieut. G. O. Jameson, Royal Engineers, beat Major Evans, 13th F.F.R., by three sets to nil.—Singapore Free Press.

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Other women may well exclaim "How does she manage it?" She plays in the mixed doubles and finishes as fresh as any of the men. The men don't drift away when she appears on the courts; they know she can be relied upon to make up a good, fast set.

Not only does she feel no ill effects. She seems actually to thrive on it.
The secret lies in the fact that the blood in her veins—that essential basis of perfect health—is both plentiful and of high quality. This always maintains an equable temperature in her body, quickly re-buils the tissues as they are worn down by exercise, ensures perfect digestion, replenishes the reserves of energy, nourishes the nerves and keeps her whole organism in perfect tune.

If you would enjoy equally abounding energy and vitality through the hot season, you should start on a course of Dr. Williams' Pink Pills at once. This proved enricher and purifier of the blood has been making women well and happy all over the world for fifty years.
Equally good for men and children.
Obtainable from chemists everywhere.

THE
HONG KONG
PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
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EXCELLENT CUISINE—MODERN APARTMENTS.
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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From	Per
FRIDAY, AUGUST 15.	
Japan, Shanghai and Europe via Siberia (London, July 25)	Rajputana
Shanghai and Europe via Siberia (London, July 21)	Witram
U.S.A., Canada, Japan & Shanghai (Seattle, July 26)	President Lincoln
SATURDAY, AUGUST 16.	
Shanghai and Swatow	Shantung
SUNDAY, AUGUST 17.	
Calcutta and Straits	Kut Sang
Manila	Empress of Asia
MONDAY, AUGUST 18.	
Japan	President Grant
Saigon	Kitano Maru
Australia and Manila	Sphinx
TUESDAY, AUGUST 19.	
FRIDAY, AUGUST 22.	
Straits	Hakone Maru
Japan and Shanghai	Kamo Maru
SATURDAY, AUGUST 23.	
Japan	Ginyo Maru
U.S.A., Honolulu, Japan and Shanghai (San Francisco, July 25)	President Polk

OUTWARD MAILS

For	Per
THURSDAY, AUGUST 14.	
Samshui & Wuchow	Chong On 4 p.m.
Amoy and Formosa	Batavia Maru 5 p.m.
Bangkok via Swatow	Michael Jebson 5 p.m.
FRIDAY, AUGUST 15.	
Shanghai, Japan and *Europe via Siberia	Mantua 8.30 a.m.
Shanghai	Oanfa 10.30 a.m.
Straits and Calcutta	Sui Sang
SUNDAY, AUGUST 17.	
Swatow, Amoy and Foochow	Parcels Aug. 15, Noon.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Letters Aug. 15, 1 p.m.
RAJPUTANA (Due Marseilles, Sept. 12.)	
K.P.O.	
Parcels Aug. 15, 4.30 p.m.	
Registration Aug. 16, 9 a.m.	
Letters Aug. 16, 10 a.m.	
SATURDAY, AUGUST 16.	
Straits & Calcutta	Tilawa
Manila	Parcels Aug. 16, 12.30 p.m.
Amoy	Letters Aug. 16, 1.30 p.m.
SUNDAY, AUGUST 17.	
Bangkok via Swatow	Kwangtung 4.30 p.m.
Swatow, Amoy and Formosa	Kaying 9 a.m.
MONDAY, AUGUST 18.	
Shanghai	Canton Maru 9 a.m.
Foochow	Sphinx 2.30 p.m.
Japan, Canada, U.S.A., C. and S. America and *Europe via Victoria, B.C.	Chinhua 3.30 p.m.
President Grant (Due Victoria, B.C., Sept. 5.)	
Parcels Aug. 18, 3 p.m.	
Registration Aug. 18, 4.15 p.m.	
Letters Aug. 18, 5 p.m.	
Shanghai and *Europe via Siberia	President Grant
Amoy	Registration Aug. 18, 5 p.m.
	Letters Aug. 18, 6 p.m.
	Kut Sang 5 p.m.

*Superscribed correspondence only

OUR NEW TENNIS "HOPE."

The Rapid Advance of F. J. Perry.

In England to-day there are two players of exceptional promise: J. S. Oliff and F. J. Perry, (writes H. W. Austin in the Evening News), Oliff is now looked upon as a veteran, but Perry is known as "the rising youngster." Both, however, are the same age—21.

I remark on this because directly a player has achieved a certain amount of success his age is usually put up by two years every year, so that quite a lot of people look upon Oliff as about 24.

Many people refuse to believe that Betty Nuthall is as young as she is. I remember, when Betty was 16, telling someone she was 16. "That's absurd," they replied, "she's been fifteen for years!" Even I this year have been given the age of 24, while actually I am still struggling at the age of 23!

In this article, however, I am not really concerned with ages, but with F. J. Perry, who, whatever his age, is the latest champion recruit to English first-class tennis.

A Ping Pong Champion.

"Perry the Ping Pong Player," as he used to be known, was so called because he played Ping Pong, not the type of Ping Pong that you and I play on our dining-room tables, but real Ping Pong.

Perry was, in fact, the Ping Pong champion of the world. Maybe you did not know there was a Ping Pong championship; maybe never before have you seen a Ping Pong champion.

But Perry plays Ping Pong no more. The Ping Pong world has lost one of the leading exponents of its game.

Perry now plays lawn tennis instead. At school he was a dabbler in the game, making good shots with bad rackets, but idly. He was uninspired with the ambition to conquer the lawn tennis world. This state of affairs, however, was not to last long.

Soon young Perry saw some first-class exponents of lawn tennis at play. With head on one side he watched critically. "This game," he said to himself, "is really a better game than I thought. I think I'll take it seriously and win the championship."

And so young Perry went to a shop, bought himself a new racket, and started to play the game in earnest.

Then we see young Perry entering for the Evening News Lawn Tennis Tournament. It would make a good story to say that Perry won it. But Perry, I am sorry to say, like other bright stars who have entered for that competition, got beaten.

At this critical stage of his career Perry's self-confidence stood him in good stead. He was under-termed. He went on playing, and even entered for an open tournament.

Perry's Rapid Advance.

From that day his advances have been steady and his rise rapid. And why?

Because he is a player of natural genius. Watch him play. Has he any difficulty in playing? No! Is not his whole game one of ease and rhythm? Yes!

Without doubt Perry is a player of outstanding promise, and a player of a certain amount of achievement.

Perry is young, strong, and has natural ability. Moreover, Perry has enough self-confidence to keep a sinking boat afloat. What is there to prevent him from climbing the heights? In my opinion there is nothing.

He has an easy, well-placed serve, a forehand produced with an English grip with which he can hit the ball to any part of the court with equal ease.

His backhand is almost as good as his forehand, and both these strokes are weapons of attack.

And Perry does attack, making openings with his ground shots for winning volleys.

Also he can volley, though the moment he lacks poise on the volley. There is a little too much

leaps and jump. This, however, is a fault in the right direction. With practice and experience his volleying will become steadier.

Improved Ground Shots.

At the beginning of this year his ground shots were erratic also, but during the last six months they have become almost unrecognisable in their improved steadiness.

Thus we see Perry has all the strokes at his command. He has the stamina and the temperament for first-class tennis.

Last year Lee and Oliff arose from obscurity into the limelight. This year Perry has appeared. With the advent of these three players British lawn tennis has begun a new lease of life.

We in England unfortunately are always in a great hurry to force our promising players into champions. So long have we waited for a champion that our patience is short.

We do not say "In five years time that boy will be champion." We wait a year and then we say: "They boy will never be a champion."

Material To Beat The World.

We have in England now the material that, with patience, will beat the world. All our players are young. Boys come from America of 19, 20, and 21 and they beat our boys of the same age. But in America the boy of 20 is equal to a boy of 24 in this country. Their development is far quicker, and are apt to forget this.

Our foreign opponents at the age of 30 are wearing out. We, at the age of 30, are not wearing out. We have waited long for our champion. Wait yet a little while, our dreams will come true.

LAWN TENNIS.

MIXED DOUBLES LEAGUE RESULTS.

Playing in the Mixed Doubles Tennis League yesterday, the U.S.R.C. defeated the L.R.C. by 9-0. Scores:—

L. Goldman and Mrs. Taylor (U.S.R.C.)

beat H. J. Armstrong and Mrs. Fischer 6-1

beat H. Nyhoff and Mrs. Bloise 6-2

beat T. C. Monaghan and Mrs. Gilmore 6-1

E. Grimbale and Mrs. Kearny (U.S.R.C.)

beat H. J. Armstrong and Mrs. Fischer 6-2

beat H. Nyhoff and Mrs. Bloise 6-1

beat T. C. Monaghan and Mrs. Gilmore 6-2

Colonel Skinner and Mrs. Dook (U.S.R.C.)

beat H. J. Armstrong and Mrs. Fischer 6-2

beat H. Nyhoff and Mrs. Bloise 6-4

beat T. C. Monaghan and Mrs. Gilmore 6-1

K.C.C. Beat University.

The match between the Kowloon C.C. and the University was to have been played at Pokfulam but by mutual consent the game was played at Kowloon. The scores were:—

S. C. Fincher and Mrs. Sayer (Kowloon C.C.)

beat G. de Souza and Miss R. Kwok 6-1

beat Y. K. Ng and Miss G. Ho Tung 6-1

beat F. Y. Khoo and Miss R. Perry 6-2

G. Bodiker and Mrs. A. J. Kow (Kowloon C.C.)

beat G. de Souza and Miss R. Kwok 6-2

beat Y. K. Ng and Miss G. Ho Tung 6-1

beat F. Y. Khoo and Miss R. Perry 6-0

R. B. and Mrs. Hambley (Kowloon C.C.)

lost to G. de Souza and Miss R. Kwok 5-7

lost to Y. K. Ng and Miss G. Ho Tung 4-8

lost to F. Y. Khoo and Miss R. Perry 6-1

Chinese Beat Recreio.

On the Club de Recreio courts the Chinese R.C. beat their hosts by seven sets to two. Scores:—

L. Rocha and Miss Assumpcao (Recreio)

lost to M. K. Lo and Miss G. Lo 3-6

lost to M. W. Lo and Miss Enid Lo 3-6

lost to K. L. and Mrs. Ho 3-2

C. Barretto and Miss A. Ribeiro (Recreio):—

beat M. K. Lo and Miss G. Lo 6-4

lost to M. W. Lo and Miss Enid Lo 3-6

lost to K. L. and Mrs. Ho 2-6

A. Remedios and Miss A. Roza (Recreio):—

lost to M. K. Lo and Miss G. Lo 2-6

lost to M. W. Lo and Miss Enid Lo 2-6

lost to K. L. and Mrs. Ho 2-6

Hong Doubles.

The Hong Doubles tennis tournament was advanced another stage at the Hong Kong Cricket Club courts yesterday, when two games were played. Results:—

G. R. More and J. MacFarlane beat M. W. Turner and H. V. Parker 6-4, 3-6, 6-4.

A. F. Judd and C. B. Teldre beat A. Reid and J. H. Ashworth 6-3, 7-5.

WATER POLO.

CHINESE BATHING CLUB LOSE TO NAVY.

The Navy defeated the Chinese Bathing Club by three goals to nil in a water polo game at the V.R.C. last night. The sailors had three new men in their side, and showed much-improved form. Chinn scored their first goal, and later Fawcett put on two more. The Navy had the upper hand throughout, but failed to take advantage of many opportunities.

SHAMROCK V.

ARRIVAL OF BRITISH RACING YACHT.

New London, Connecticut, Yesterday.

Sir Thomas Lipton's yacht Shamrock the Fifth has arrived here.—Reuter's American Service.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—

Bank, wire 1/3 1/2

Bank, on demand 1/3 1/2

Bank, 4 months' sight 1/3 1/2

Credits, 4 months' sight 1/4 3/16

Documentary, 4 months' sight 1/4 5/16

On Paris—

On demand 800

Credits, 4 months' sight 840

On New York—

On demand 31 1/2

Credits, 60 days' sight 32 1/2

On Bombay—

Wire 87

On demand 87

On Calcutta—

Wire 87

On demand 87

On Singapore—

On demand 56

On demand 63 1/4

On Shanghai—

On demand Tls. 83

Dollar 11 3/4 % dis.

On Yokohama—

On demand 63 1/2

Sovereigns (Bank's buying rate) 1/4 1/2

Silver (per oz.) 16 1/4

Bar Silver in Hong

Kong 3% dis. nom.

Copper Cash Nominal.

Copper Cents 3% prem.

Rate of Native Interest 3 1/2 % p.a.

Chinese Sub. Coin 22 1/2 % dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.

Paris 123.84

New York 4.87 5/82

Brussels 34.595

Geneva 25.04

Amsterdam 12.08 1/4

Milan 92.995

Berlin 20.39

Stockholm 18.12

Copenhagen 18.16

Oslo 18.17

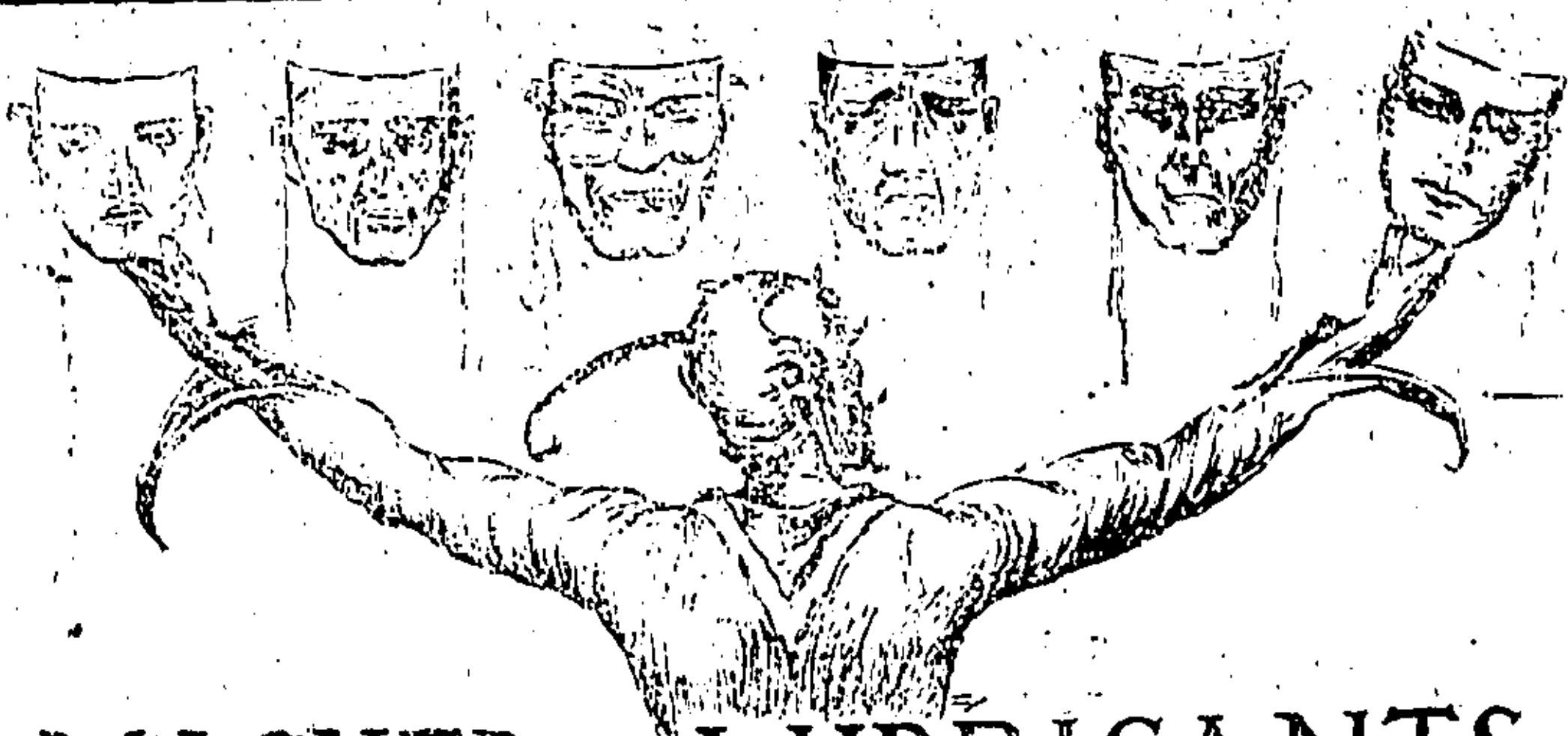
Vienna 84.445

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 14th August, 1930.

STOCK	Buyers	Sellers	Sales	Non.	Fin. year	Last dividend and when paid	
Banks.							
Hong Kong Bank .....	...	...	1405	Dec.	Interim 23 a/c 1929	Aug. 11, 30
Chartered Bank .....	...	...	167	Dec.	Final 77 bonus 2/12	Apr. 2, 30
Mercantile Bk., A & B .....	...	...	38	Dec.	Interim 1 1/2 a/c 1929	Apr. — 30
Bank of Asia .....	...	...	121	Dec.	Final 31 1/2 a/c 1929	Feb. 28, 30
Insurance.							
Canton Ins. ....	...	...	345	Dec.	Final 27 for 1929	May 15, 30
Union Ins.	437	...	...	Dec.	Interim 11 1/2 a/c 1929	May 30, 30
China Underwriters .....	...	...	255	Dec.	Final 20 bonus 2/12	May 30, 30
China Fire Ins.	400	...	...	Dec.	Interim 23 a/c 1929	May 30, 30
H. K. Fire Ins.	960	...	...	Dec.	Final 20 bonus 2/12	May 30, 30
Shipping.							
Douglases .....	...	...	26 1/2	Dec.	Last dividend for 1929	...
H. K. Steamboats	24 1/2	25 1/2	...	Dec.	81-90 for 1929	Mar. 4, 30	
Indo-China (Pref.) .....	...	...	43	Dec.	121, etc. 2 1/2 on preferred for 1929 and 1930	June 19, 29
(Def.) .....	...	...	40	Dec.	Last dividend for 1929	...
Shell Transport .....	...	...	95 7/8	Dec.	Final 20, Coupon No. 56 free for 1929	July 8, 30
Union Waterboats .....	...	...	32	Dec.	81-90 for 1929	Mar. 10, 30
Mining.							
Benguet .....	...	...	8 1/2	Dec.	Interim 15 centavos a/c 1929	Apr. — 30
Kailan Mining Ad. S/- .....	...	...	20 1/2	June	Interim 15, free 17 a/c (Quinn No. 27 year 29-30)	June — 30
Langkat .....	...	...	9 1/2	Oct.	T. 0.50 for year 29-30	May 8, 30
S'hai Exploration	1.80	...	...	Dec.	None	...
Loans	6 1/2	...	...	Dec.	Interim 7.05 a/c 1930	July 1, 30
Raub	22 1/2	...	...	Mar.	Final 1/2 a/c year 29-30	June 10, 30
Tronoh Mines .....	...	...	...	Dec.	Interim 14, free tax	Mar. 31, 30
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves	165	...	...	Dec.	80 for 1929	Mar. 12, 30
H. K. & W. Docks	89	...	...	Dec.	Last dividend for 1929	...
China Provident	5.13 5	...	...	Dec.	Last dividend for 1929	...
Hongkows	260	...	...	Dec.	Final 12 a/c 1929	Mar. 31, 30
N. Engineering .....	...	...	7 1/2	Dec.	T. 0.50 for 1929	Feb. 28, 30
Shanghai Docks	117	...	...	Apr.	T. 7 for year 29-30	July 30, 30
Lands, Hotels & Buildings.							
H. K. & S. Hotels	10.30	10.30 (35)	...	Dec.	40 cents for 1929	Apr. 7, 30	
H. K. Lands	81	...	...	Dec.	Interim 22 a/c 1929	Aug. 8, 30
Shanghai Lands .....	...	...	287	Dec.	Interim 2.3 a/c 1929	July 31, 30
Humphreys	16	...	...	Dec.	91 cents for 1929	May 7, 30
H. K. Realities	9.40	9.40	...	Dec.	Final 30 cents a/c 1929	Mar. 24, 30	
Chinese Estates .....	...	...	37	Feb.	85 for year 29-30	July 31, 30
Cotton Mills.							
Ewo Cottons .....	...	12	...	Dec.	Final 2.5 a/c 1929	Mar. 17, 30
Shanghai Cotton .....	...	78	...	Apr. and Oct.	(T. 2.25 old) for half year (T. 2.45 new) 30-4-30	May 28, 30
Zoong Sings .....	...	9	...	June	T. 0.50 for year 29-30	Oct. 11, 29
Public Utilities.							
L. K. Tramways	18.40	...	...	Dec.	Interim 40 cents a/c 1929	Aug. 27, 30
Peak Tram (old)	12 1/2	...	...	Apr.	(80 cts. on old) for year (40 cts. on new) 30-4-30	Feb. 16, 30
(new)	31.50	...	...	Dec.	84 for 1929	Feb. 16, 30
Star Ferry	30	...	...	Sept.	125 cts. a/c yr. 30-4-30	May 12, 30
China Light (old)	23 1/2	20	63 1/2	Sept.	Dec. 25.50 for 1929	Mar. 12, 30	
(new)	70 1/2	77	...	June	None	...	
L. K. Electric	76 1/2	...	33	Dec.	Int. 10 cents a/c 1929	Aug. 1, 30	
L. K. Tel. fully paid	11 1/2	...	...	Dec.	T. 0.50 for 1929	Feb. 25, 30
(part paid)	32	21.40	...	Sept.	1/4% on preference shares	Feb. 6, 30	
China Trams	16 1/2	...	...	Sept.	Subject to income tax	...
Public Utilities (Ord.)	10 1/2	...	10 1/2	...	...	...
(Pref.) .....	...	...	...	...	...	...
Industrial.							
China Sugars	90 c.	...	...	...	In Liquidation.	...
Malayan Sugars .....	...	...	27	Dec.	P. 3 for 1923	Apr. 11, 29
Ind. Mag. Ord. .....	...	...	10 1/2	...	T. 0.60	...
(Pref.) .....	...	...	10.40	...	(T. 0.45) 7 months 1929	Apr. 30, 30
Anton Ice	2.10	...	2.10	July	None	...	
Anton Ice (com.)	17.30	17.60	...	Dec.	30 cents on old; 10 cents on new for 1929	Mar. 12, 30	
(old) .....	...	...	10 1/2	...	...	...
(new) .....	...	...	5 1/2	...	...	...
K. Ropes	10.90	11.15	11	Dec.	Last dividend for 1929	...	
United Asbestos .....	...	...	5	...	...	...
Stores, &c.							
Fire Arms	34.10	...	...	Dec.	81.40 for 1929	Mar. 14, 30
Antons .....	...	...	13 1/2	Oct.	70 cents for year 31-10-29	Mar. 31, 30
F. A. Wings .....	...	...	...	...	...	...
W. Crawfords .....	...	...	3	Feb.	Last dividend for year 28-2-29	...
Starbush	18 1/2	...	...	Feb.	81 for year 28-2-30	May 15, 30
Cereals	11 1/2	...	...	...	...	...
A. Powells .....	...	...	2.85	Feb.	25 cents for year 28-2-29	June 10, 29
Miscellaneous.							
Amusement .....	...	...	26	Mar.	(25.00 on preferred for year 21.50 on deferred) 21-2-29	July 25, 29
Entertainment .....	...	...	10	...	...	...
K. Contractions .....	...	...	1.90	Dec.	None	...
Ind. G. S. Bonds .....	...	...	0.17	...	...	...
K. Govt. Loans	8%	...	...	...	Interim half yearly	...
Buenos Aires							40 15/32
Bombay							1/6 1/4
Hong Kong							1/3 1/4
Yokohama							2/0 11/32
Silver Spot and Forward							16%
—British Wireless Service.							

MOTORISTS THIS IS YOUR PAGE



MASKED LUBRICANTS

"JUST as good as Mobiloil at half the price" is one of many masks inferior lubricating oil hides behind.

A trial of Gargoyle Mobiloil has, time and time again, unmasked poor quality oil.

Many are the dollars spent on unnecessary repairs—all due to the use of good looking, inferior lubricating oil.

And to hear a man say: "I do not know the name of the brand of oil I use" makes the average wage earner do some tall wondering. Probably using a masked oil and paying through his nose for it.

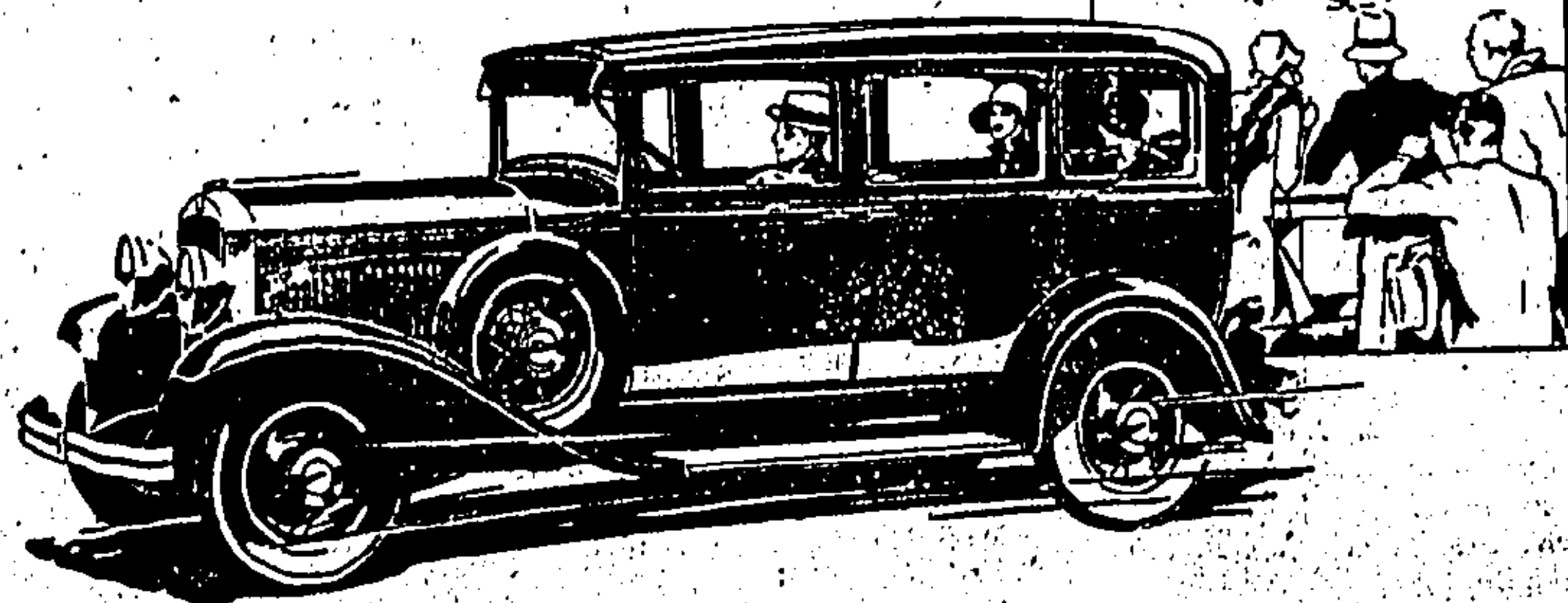
Let Mobiloil prove to you what there is to efficient lubrication. Let it unmask the lubricant you now use. Let it prove to you that it is the most economical lubricant available—bar none.

All you have to do is to drain off the old oil while the engine is hot and refill to proper level with the correct grade of Gargoyle Mobiloil.

VACUUM OIL COMPANY

A RECORD-BREAKER

In Value—
and in Volume



... From the very first day it appeared the De Soto Six has enjoyed enthusiastic public preference. Admiring its smartness, impressed by its quality, thrilled by its performance, owners everywhere pronounce the De Soto Six a sensational motor car. On the wings of this widespread prestige, De Soto Six sped to a top place in its field. The success of this car indicates the wisdom of inspecting it and driving it, for in no other way can you appreciate its unusual quality and value.

WITH THESE FEATURES

Chrysler-designed, larger high-compression engine, using ordinary grades of fuel.
Self-equalizing internal-expanding four-wheel weatherproof hydraulic brakes.
Full pressure lubrication—rubber engine mountings—counterweighted crankshaft—camshaft driven by silent chain—semi-automatic spark control—four hydraulic shock absorbers—fuel filter—air cleaner.

De Soto SIX

CHEVROLET MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.
484-486, QUEEN'S ROAD, WEST.
TEL. 25674.

MOTOR MINDED.

Venezuelan Leaders and Good Roads Movement.

Using motion films showing exactly how to start and operate a motor car, field representatives of the National Automobile Chamber of Commerce are turning potential buyers into actual buyers in many foreign countries. The film describing how to operate a motor car was designed to overcome the bashfulness of people who are timid about their complete ignorance of the operation of a car and who consequently hesitate about even asking for a demonstration by a dealer.

Mr. Henry S. Sterling, National Automobile Chamber of Commerce representative in South America, reports this film enthusiastically received everywhere. Audiences included many women and girls who are eager to drive and who are doing so in ever growing numbers to the consternation of the conservative element. Those in the automobile trade in the countries visited by Mr. Sterling feel that these motion pictures will stimulate business and provide needed information on the care and operation of motor vehicles.

Mr. Sterling also has with him several films dealing with the construction of low cost roads and the value of automobiles as a contribution to the economic welfare of a country. During his present tour, Mr. Sterling will visit 150 cities in South America having already covered Venezuela and Colombia.

In Venezuela Mr. Sterling reports eleven successful meetings with a total of over 7,000 people.

In Caracas over 1,700 people crowded into the largest theatre in the city to see the film. All the newspapers gave the meeting splendid write-ups, noting in particular an automobile costs 27 per cent. more in Venezuela than in the United States largely due to import duties.

At Maracay the meeting was attended by President Perez and General Gomez in addition to 300 government and highway officials and engineers. General Gomez showed much interest in the labour saving road machinery shown in the films and said he hoped to have Venezuela represented at the Sixth International Road Congress at Washington.

In Colombia the automotive films were shown at five meetings with a total attendance of over 6,700 people. Mr. Sterling writes that the motor trade in this country feel that the film shows have gone a long way towards counter-acting the slow-up in sales due to a prevailing economic depression. The meetings have led to the formation of a strong motor association to work for equitable motor taxation and good roads.

Mr. Sterling reached Ecuador on July 25, continuing through Peru, Bolivia, Chile, and other South American countries.

PNEUMATIC TYRES.

"What date was the pneumatic tyre safety bicycle first used on Australian roads?" This interesting query was recently addressed to the Dunlop Pneumatic Tyre Co. A search through the company's records discloses the fact that Mr. Geo. R. Broadbent, one of the best-known wheel-men in the Australian cycling world, rode a Bayliss-Thomas bicycle, shod with Dunlop pneumatic tyres in 1891. The machine weighed 57lb., was geared to 53in., whilst the wrapped-on tyres were of 2 1/4 in. diameter. The tyres had non-return valves. Broadbent used this machine in a 50 mile road race from Kyneton to Melbourne that year, and established fastest time. Two other well-known Victorian cyclists, who at the same period were using pneumatics, were E. Rudd and A. Duff. At the time all kinds of unfavourable verdicts were cast on the cumbersome looking air-inflated tyre. It was not until about 1893-4 that the Dunlop detachable tyre, known as the Dunlop-Welch type, was introduced into Australia. It is a remarkable fact that the same principle of pneumatic tyre attachment is practically identical to-day throughout the world, not only on millions of bicycles, but on over 80,000,000 motor cars and trucks. Should any old-time cyclists know of authentic particulars of earlier instances of the use of pneumatic tyre safety bicycles on Australian roads, the Dunlop Pneumatic Tyre Co. will appreciate details.

LATEST PONTIAC.

Improved Model for Australia.

General Motors (Aust.), Pty., Ltd., announce an improved model of the Pontiac six. Completely assembled in Australia and carrying such a proportion of Australian equipment and material as to make the Australian character of the car infinitely greater than the American, the Pontiac retains all the qualities responsible for its record of success since its introduction in 1926, while many further refinements also have been achieved. The engine, developing 60 brake horsepower at 3,000 r.p.m., provides a reserve of power which gives remarkable acceleration and permits all-day high-speed performance. Body building craftsmen have developed smart lines, charming colours and perfect proportions and have given the bodies distinctive elements of style, beauty and appeal. The smartly designed body models are a four-door sedan, sports coupe, touring car and sports roadster. On the 110in. wheelbase remarkable riding comfort is provided in all these body styles.

While body dimensions remain practically the same as last year, the appearance has been enhanced. One new appearance feature is found in the half oval belt moulding, which starts at the narrow radiator, gradually widening to a point just below the windshield post and carried in a straight line of uniform width to the rear of the window openings, where it again narrows and follows the belt line around the back panel.

Attractively finished in new duco colour combinations, the closed bodies are upholstered in harmonising hues. Australian leather upholstery, with trim to match, distinguishes the open models, which have windshields with chrome-plated metal trim. Theft-proof door locks are provided on all closed models. New 19in. diameter wheels, with large hub caps bearing the Pontiac name plate, are fitted. Wire wheels, which are standard on both sports

coupe and sports roadster, may also be obtained on the sedan and tourer as special equipment. The wire wheel equipment includes two spare tyres and wheels cradled in fender wells, with chrome-plated retainer clamps.

A sloping windshield in the closed models not only contributes to improved appearance, but largely eliminates annoying reflections during night driving. Rubber cups on brake and clutch pedals seal the openings around pedal slots when the pedals are in normal position. An effective steering system operates on taper roller bearings of the new hour-glass type, affording ease of control. An all-metal military type visor, tilting beam headlights operated by foot control, and a new instrument grouping on the ebony finish panel also provide further elements of convenience and grace. A new built-in coil ignition lock operates from the instrument panel.

Reduction in the deflection rate of the front springs is largely responsible for the enhanced riding qualities of the improved Pontiac. The hydraulic shock absorbers now restrain spring rebound by means of solid metal, rubber-bushed, links instead of straps, a change which enables them to become instantly effective.

Lateral rigidity of the crankcase has been greatly increased by the addition of external ribs extending along its full length and width, an advancement that holds the crankcase rigid even under the most severe strains of fast driving. This crankcase rigidity is an important factor in protecting the crankshaft bearings from wear. Smaller metric spark plugs have been adopted to eliminate any possibility of pre-ignition trouble. The four motor support brackets are insulated from the frame by rubber bushings, affording a further degree of smoothness and silence. A semi-automatic, manually-controlled starting motor has been adopted which prevents the flywheel teeth from being chipped or broken. In the new type starter, the starting motor pinion meshes with the flywheel gear at the first downward movement of the starter pedal which makes electrical contact only when fully depressed.

Safe, sure control is further assured by the improvement of the quiet dirt and weather proof internal expanding brakes. The sliding friction with which the toggle joints of the Pontiac brakes formerly operated has been replaced by rolling friction through the introduction of rollers on the toggles. This change provides even greater braking efficiency, while reducing the necessary pedal effort. The emergency brake lever, now

connected directly with the service brakes, enables the driver to apply additional brake pressure even though neglect of service brake adjustment should permit the foot pedal to be depressed to the floor board.

Full pressure lubrication is provided for the main and connecting rod bearings, and is regulated through a redesigned adjustable pressure relief valve. Oil is filtered through 134 square inches of fine mesh screen extending completely across the oil pan and above the oil level. Another detail of the oiling system is a provision whereby the overflow from the pressure relief valve reaches the pump without being forced to filter through the screen. This represents an important winter feature since the cold overflow oil is not permitted to pile up on the screen and starve the pump, but is returned immediately to be recirculated. The oil pump and distributor are driven by a vertical shaft off the camshaft.

The oil pump circulates approximately 146 gallons of oil per hour at 25 miles per hour road speed. A safety drive feature, incorporated in the oil pump and distributor gear, stops the engine by "killing" the ignition in the remote event of the oil pump failing to function. This eliminates the danger of damaging the engine by operating it without proper lubrication. A combination pressure and suction type of crankcase ventilator reduces dilution of engine oil by carrying off water vapour and combustion fumes before they can condense and drop into the oil pan. Fumes are expelled under the car.

The G.M.R. cylinder head, whose design prevents roughness and detonation, represents another feature which the engineers have retained. The head is cast in two sections, which may be removed without disturbing the distributor. The big 53lb. counter-weight crankshaft is retained, as are the over-sized interchangeable bronze-backed main bearings—two features that have distinguished the Pontiac since its inception. The crankshaft is balanced both statically and dynamically. It carries oil seals, both front and rear. Pontiac's exclusive feature, the harmonic balancer, is built into the fan drive pulley, where it neutralises torsional vibration.

The thermostatically-controlled cooling system again utilises the proven cross-flow radiator. This type of radiator is an important advancement in motor cooling, practically eliminating evaporation, thus providing distinct advantages for both hot and cold weather operating.

The metropolitan distributors of Pontiac are Austral Motors, Ltd., Murray Street, Perth.

ENJOY Trouble-Free Motoring



You can depend on Fisk AIR-FLIGHT to take you safely wherever you want to go. The perfected AIR-FLIGHT Process insures excess mileage under the most extreme conditions. The flexible Fisk sidewalls provide air cushioned comfort. The greater traction of Fisk's tough tread permits full use of all the power of your motor without increasing the low cost of your mileage.

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MEANS MORE
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DETAILS COUNT.

One of the Reasons for Rover Efficiency.

Motorists have often wondered how it is that Rover cars can show a "clean pair of wheels" to many other cars of similar capacity. There are many reasons for this, of course, but one of them lies in the attention which is paid to details in the construction of the engine.

An example may be found in the induction manifold fitted to all six-cylinders. This is made of cast aluminium, and, as most motorists are aware, cast aluminium is somewhat rough unless it is machined. Now the difficulty is that whereas it is easy enough to machine the outside of an induction manifold, which matters only from the view-point of appearance, it is impossible to machine the inside, roughness of which reduces power to a marked degree.

For maximum power to be developed it is essential that the interior of the manifold should have a polished surface, so that skin friction of the gases may be eliminated. Certain manufacturers have tried stove enamelling the interiors, but this is an expensive operation and is not altogether satisfactory.

The Rover company, however, has arrived at an ingenious solution to the difficulty. Each manifold is bolted up to another of its kind, and hundreds of steel balls are inserted. The carburettor inlet holes are then plugged and the manifolds are attached to a large diameter wheel. This is rotated at speed and the manifolds whirl round and round for eight hours. The steel balls continually clatter to and fro and remove all roughness from the castings, leaving a highly polished skin.

The effect of this simple—but very clever—operation can be judged by the fact that the burnishing operation has been found to increase the speed of the cars to an average of over 3 miles per hour!

A 17 YEAR OLD ALBION.

When Mr. Ross, of La Sociedad Exploradora de Tierra del Fuego visited the works of the Albion Motor Car Co., Ltd., recently, he expressed with great satisfaction the service rendered by a 3-ton Albion which was shipped to his firm in 1913. Mr. Ross's Company own large tracks of land in Chile and graze over 1½ million sheep at their four stations. The service given by this old machine resulted last year in the purchase of a 5-ton Overtype model which is to be used for carrying produce down to the Coast to Last Hope Inlet, a long arm of the sea near the west end of the Straits of Magellan.

ENJOY YOUR HOLIDAY TOURING THIS SUMMER ON



It will bring you to the choicest spots in the shortest possible time, with comfort and safe riding.

Easy payment arranged

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SOLE AGENTS

FOR QUICK REPAIRS

FIAT GARAGE

67A, 67B, Des Voeux Rd. C.
Tel. 24821.

10,000 MILE TESTS.

Tried by Rolls-Royce Designers.

It is one thing to get an idea for an improvement to a car and to design the new component or whatever, it may be so that it should be satisfactory; but it is quite another thing to make sure that it is satisfactory.

The Rolls-Royce Company has a very definite method of proving any new fitment. As is generally known, of course, this famous concern does not make a habit of introducing annual new models. The cars are improved as and when possible, and it follows that there is an almost continuous stream of new devices to be tested.

The test employed in this case is certainly unique. Rolls-Royce designers are not satisfied with brake tests, road tests, or Brooklands tests. They require something more strenuous, and for this purpose they conduct high-speed tests on the Continent.

"Somewhere in France" there is a spot where a gang of expert testers repair so soon as they are required to try out any new development. Anything new, whether it be large or small, is subjected to a severe trial of at least 10,000 miles on Continental roads. These roads are ideal for the purpose; they allow terrific speeds to be maintained and at the same time they offer the roughest of test conditions.

Each car has its team of four testers, two on duty and two in reserve; and during the test it travels no less than 500 miles a day. Wherever possible the speed is kept at between 60 and 85 miles per hour—and the rougher the road the better! From time to time the component under test is examined and if, at the conclusion of 10,000 miles hard running, it is found to be in every way satisfactory, it is incorporated on the production model.

FOR CONTINENTAL TOURING.

Motorways (1930), Ltd., is to provide luxury motor coach tours on the Continent. The countries to be visited include France, Belgium, Holland, Germany, Spain, Italy, Switzerland, Austria and Czechoslovakia.

For the maintenance of these deluxe tours, Motorways (1930), Ltd., has taken over five A.E.C. "Reliance" 6-cylinder saloon coaches.

These coaches are fabric covered and have clerestory roofs. The driver is accommodated beside the engine in an open compartment fitted with removable side screens and a folding canopy; and on the other side of the engine is a seat for the courier who travels with each coach.

An unusual feature is the front dash which is carried across the extreme width of the chassis, and so far forward that it entirely encloses the radiator shell.

The interiors leave nothing to be desired in their provision of outstanding luxury and comfort for long distance touring. Eighteen seats only are provided, all of the high backed, armchair type, and fitted with pneumatic cushions. Each seat has a small folding glass topped table, and ash tray, and in some cases a microphone and earphones for communication between passenger and courier.

At the back, and separated from the main passenger compartment by a curtain, is a lavatory, and a buffet for serving light refreshments. The steward has a seat affixed to the interior of the rear emergency door.

TOP GEAR PERFORMANCE.

The amazing top gear performance of one of the most popular cars of the year—the Humber "Snipe"—has just been demonstrated strikingly in two continents.

A London agent who had sold a "Snipe" to a client in Geneva, agreed to deliver it to him. As a test of its capabilities, he drove it to top all the way from London to the Swiss capital—with the exception, of course, of the Channel crossing!

Almost coincident with this trip comes news of an even more remarkable performance in India. In this case the Indian representative for Humber decided to tackle the famous Murrell Hill on the Rawalpindi-Murrell section of the route to Kashmir—a climb of 35 miles reaching a height of 7,500 feet, innumerable hairpin corners being included. Nevertheless the "Snipe" took it in top gear without effort. The radiator temperature rose to 95 degrees about half-way up, but fell rapidly when cooler air was reached.

An engineer who observed the performance as a passenger, was very impressed with the power developed and the pick-up after the many hairpin bends.

NEW MODELS.

Eight-Cylinder Dodge Described.

Dodge Bros. have produced an eight-in-line as a companion car to the Dodge six and Senior six. This car has just been announced in Western Australia by the Winterbottom Motor Co.

This new car is an eight-in-line with a vibrationless motor of the "L" head type with a bore of 2.78-in. and a stroke of 4¼-in., giving a displacement of 220.07 cubic inches. The power plant develops a maximum of 76 horse-power. Four-point engine suspension system is used, with rubber insulation at the rear supports to absorb vibration. The down draft carburettor provides good acceleration and smoothness of performance.

The crankshaft, which is statically and dynamically balanced, is drilled to permit the forcing of oil at 25 to 30 pounds pressure to all bearings. To the size and perfect balance of this shaft, plus the rigid bearing support, and the effectiveness of an impulse neutraliser is attributed the smoothness of engine performance throughout the entire range of operating speeds. Pistons are of the light alloy, ventilated bridge-type, each being fitted with three compression rings and one oil control ring. Metric thread spark plugs with heavy electrodes, similar in design to those necessary in racing car and aeroplane motors, permit the engine more capably to meet the requirements of both idling and high speed driving. The latest type of petrol and oil filters further ensure engine efficiency.

The improved transmission, unusually quiet in operation, is a unit with the engine. Clutch is the single, dry-plate type. The rear axle is semi-floating, with two roller bearings supporting each wheel. Steering is of the semi-irreversible worm and sector type, adjustable for wear. Ball thrust bearings at the steering knuckle head, together with other refinements in design, make steering responsive to the slightest touch. Dodge Brothers' hydraulic, internal-expanding weatherproof four-wheelbrakes in 12-in. drums provide a total braking area sufficient to ensure positive control of the car at all times. Spring-action is controlled by four hydraulic, double-acting shock absorbers.

On top of the steering column are the light control switch, petrol throttle and horn button. Gear shift is standard, three speeds forward and one reverse. The gear ratio is 4.6 to 1 on all models. Conical type headlamps of the modern design with cowl lights following the same general design, are said to achieve a new effect in artistic blending with the symmetry of body lines.

Body types of the eight-in-line include a four-door sedan, roadster with rumble (or dickey) seat, and touring. The bodies are Australian built and the quality, finish and appearance of these cars is a credit to the industry.

The new eight is a splendid example of modern automotive design. The motif is based on the perpendicular lines and recesses that give strength and beauty in modern skyscraper construction. Body mouldings and decoration throughout the car follow this laminated pattern, from the instrument panel, in which are grouped the speedometer, engine temperature indicator, fuel gauge, ammeter and oil gauge, down to such details as the switch plate escutcheons, etc. The upholstery of the closed models is in mohair, broadcloth or leather, and in the open cars leather is used exclusively. Colours are most skillfully blended in the finish of the cars, presenting new results in colour combination.

BRITISH BUS FOR SWEDEN.

The A.E.C. have always been pioneers, and another example of enterprise abroad by a British firm is shown by 95 h.p. 6-cylinder "Regent," which has recently been sent to Sweden where it is to be placed in service by the Nordiska Kompaniet. It will be the first double decker ever seen in Stockholm, and so far as is known, the first of its type to run in Sweden.

It is similar to the new L.G.O.C. buses with side staircase, large mirror, diffused lighting, etc., and is to be used by the Nordiska Kompaniet—owners of the largest department stores in Scandinavia—for taking visitors from the Stockholm stores to the Swedish Arts and Crafts Exhibition. On its way abroad, this "Regent" ran under its own power to the Docks, where it was lowered into a barge, and then transhipped to S.S. "Magne," in Millwall Docks. The A.E.C. may well feel honoured that the most modern double deck model has been chosen to inaugurate a foreign service, and demonstrate the comfort, safety and speed which are the characteristics of the "Regent."

P.C. WHO JUMPED.

Was He Part of the Traffic?

Is a traffic constable part of the traffic?

This question was raised by the Penang District Judge in the course of the hearing of a summons against Mr. H. R. Baker, of the Government Monopolies.

Mr. Baker was charged with driving his car, P.91, at a speed and in a manner dangerous to the public on June 27 at the junction of Northam and Larut Roads. Mr. Baker pleaded not guilty. Inspector Martin, of the Traffic Department, conducted the prosecution.

Accelerated. Police Constable 1789, on duty at the Northam-Larut junction, complained that because Mr. Baker overtook another car at the cross-roads, he was "forced to jump on to the roadside to save himself. The other car, P.222, was proceeding at a normal speed, while that driven by Mr. Baker accelerated past without either signal or warning.

When Mr. Baker had driven past, stated the constable, the driver of P.222 stopped and inquired if he was hurt.

Gan Teong-on, the driver of P.222 said that while going along Northam Road at a speed of 15-20 miles per hour, he was overtaken by a car, driven by a European, travelling between 30-40 miles per hour.

Wedged In. Mr. Baker, witness stated, passed the Larut-Northam junction behind the traffic constable who was thus wedged in between his own car and Mr. Baker's.

Mr. A. Manasseh, a passenger of P.222, in reply to questions by Mr. Baker, said that he could not remember a car behind tooting to pass. Nor did he recollect passing P.91.

Mr. Baker raised the question as to whether the evidence of the constable that he stepped into the roadside to save himself, was to be accepted; or whether Teong-on was correct in saying that the police constable was wedged in between the two cars.

No Offence. Mr. Arthur inquired if it was an offence to go behind the traffic constable.

His Honour said that there was no rule specifying any such offence; and if a person was overtaking another car, he was liable to go over the right hand side of the road. It would also be an awkward matter if one had to keep on the proper side of the policeman, since he had no fixed pitch and might station himself anywhere on the road.

Inspector Martin, admitting that there was no rule against driving on the wrong side of the policeman, pointed out that the constable was invariably stationed in the middle of the road and that driving past behind him would render the motorist open to a charge of travelling on the wrong side of the road.

Road Hogging. Mr. Baker said that while proceeding home along Northam Road, he encountered P.222, a grey two-seater Fiat, which "seemed anxious to keep him behind." This car was travelling at some ten miles per hour, and in spite of tootings from Mr. Baker's car, kept well to the right hand side of the road.

It was some appreciable time before Mr. Baker could get past, but having dropped back to normal speed, he was overtaken again by the same car which shot past him without warning. Having got ahead, this car dropped back to a speed of 12-15 miles per hour and again kept to the middle of the road. The driver took no notice of Mr. Baker's tootings, but finally Mr. Baker, for the second time, managed to get past.

Dictionary. Mr. J. A. Parker, a passenger in the Baker's car, stated that P.222 seemed anxious to keep their car behind.

His Honour asked if a traffic constable was part of the traffic. After consulting the dictionary, Mr. Arthur held that in the wide sense of the word, traffic included the traffic policeman on point duty.

A fine of \$10 was imposed.

SIX YEARS' SERVICE.

The only real test of good workmanship and material in the case of an engine is its ability to stand up to its work over a long period without frequent overhauls. In this connection, the service of a British Marine Motor whose owner is living in North Queensland, constitutes a most outstanding achievement. The engine—an Ailsa Craig Kid 10/14 h.p. unit made by the Ailsa Craig Motor Co., Ltd., of Chislewick, London—has been in continuous service for the past six years, without even

having had an involuntary stop or a breakdown during the whole of that long period. It is in out of the way corners of the globe that this quality of sturdy reliability is of such vital importance because the facilities and opportunities of overland are few and far between.

The capacity for long and continuous hard work is recognised as essentially a British quality, and it is no doubt the reason that the Ailsa Craig Company are at present experiencing a world-wide demand for their engines.

A.E.C. "REGALS" FOR LONDON.

To their existing fleet—well known on the roads between London and the University towns—Varsity Express Motors, Ltd., have just added a number of A.E.C. "Regal" coaches.

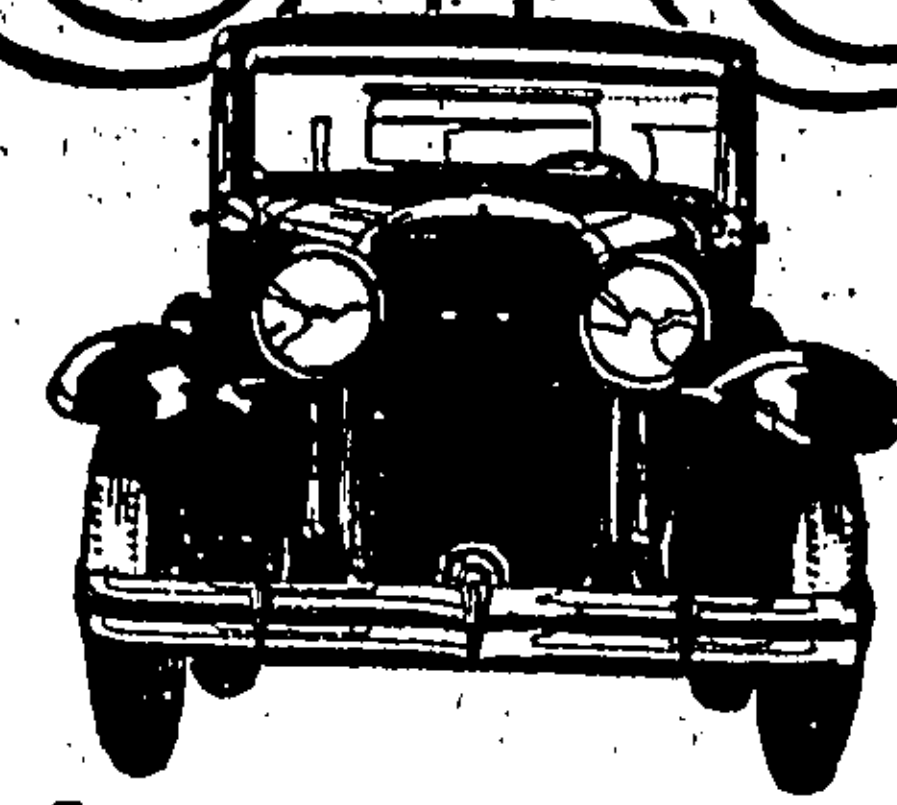
Painted light and dark blue, these saloon coaches are provided with two doors and afford accommodation for 28 passengers in high backed seats upholstered in figured moquette. The interior scheme of decoration is light and dark blue and all fittings are chromium plated. Rug rails, mirrors in the backs of all seats, a clock, curtains, etc., make the new coaches conform to the most modern standards. An outside luggage rack, with flush fitting steps in the dome back is provided.

Varsity Express Motors, it may be recalled, run about 10 services each way daily between London and Cambridge and about 6 between London and Oxford.

BRITISH LORRIES IN N.S.W.

Trading conditions in Australia are, of course, anything but easy at the present time, but the need for road transport is ever present. The British built Albion has certainly been "getting a good share" of the business that is going and the Clyde Engineering Co., of Sydney, who are concessionaires for these popular motors, report orders from many important concerns in New South Wales. Messrs. Wm. Arnott, Ltd., the well-known biscuit bakers, have added 30 cwt. 2-ton and 4-ton models to their already large fleet of Albions; the Main Roads Board, and the Child Welfare Dept., have purchased 30 cwt. models; the Kuring-gai Municipal Council and Messrs. Tooth & Co., Brewers of Sydney, have favoured the 2½-ton model, while the Shell Company of Australia, Ltd., has placed repeat orders for 2½-ton and 4-ton models, and the British Australian Tobacco Co. has bought another 4-tonner.

THE New BUICK



The Greatest success in all Buick history

More people have purchased New Buicks during the past two weeks than in any similar period of any previous year

The New Buick with Body by Fisher has met with a veritable landslide of public demand. Many purchased before ever seeing the car—many thousands of others placed their orders the first few days it was on display—other thousands have been taking demonstrations and then making Buick their choice.

More Buick owners have entered orders—more men and women who owned other cars have turned to Buick—more people who formerly paid from \$1000 to \$2000 higher for their automobiles have purchased Buicks—than

ever before during a similar period in Buick's twenty-six year history.

The total demand during these two weeks is from three to five times as great as that for any other automobile priced above \$1200.

Popularity so overwhelming carries an unmistakable message to every prospective motor car buyer: See the new Buick—drive it—compare it—and you'll quickly discover that it's the greatest dollar-for-dollar value in the entire quality field.

114" Wheelbase Marquette Models G.\$1,460 to G.\$1,580
118" Wheelbase Buick Models G.\$1,775 to G.\$1,910
124" Wheelbase Buick Models G.\$2,125 to G.\$2,165
132" Wheelbase Buick Models G.\$2,115 to G.\$2,725

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilmán & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilmán & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.
B.S.A.—The Sincere Co., Ltd., Des Voeux Road.—Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILE OIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56223.
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NEIGE DES CEVENNES BEAUTY CREAM.

This Beauty Cream is now used by most of the leading ladies on the stage amongst whom are Miles Mistinguette, Spinnely, Jane Marnac, Napierowska, Vera Vergine and Gina Palerine, and is also in use at all the Beauty Institutes.

Sole Agents for Hong Kong & South China:
G. ROUVIERE CO.
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The China Mail

Thursday, August 14, 1930.
Intercalary Moon, 20th Day.

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HONG KONG, THURSDAY, AUGUST 14, 1930.

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"PHILOCTETES" 10th Aug. M'Isle, London, R'dam & Hamburg
"SARPEDON" 3rd Sept. M'Isle, London, R'dam & Glasgow
1 Calls at Casablanca.

LIVERPOOL SERVICE.

"DARDANUS" 21st Aug. Genoa, Havre, Liverpool & Glasgow
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(via KOBE & YOKOHAMA.)
"PROTEUS" 23rd Aug. For Victoria, Vancouver & Seattle
"TEUCER" 12th Sept. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"RHEXENOR" 22nd Aug. For Rio de Janeiro, Santos, Bahia, New York, Boston & Baltimore via Cuba

INWARD SERVICE.

"CALCHAS" Due 17th Aug. For Kobe, Yokohama, Osaka and Vladivostok
"PATROCLUS" Due 21st Aug. For Shanghai, Tsingtao, Weihaiwei, Taku and Dairen

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"PATROCLUS" 21st Aug. For Kobe, Yokohama, Osaka and Vladivostok
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Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:-

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MAY BE PREMATURE

REMOVAL OF LEGATION TO NANKING.

Shanghai, Yesterday.
The Kuomintang News Agency declares:

"It is reported that the British Legation will be removed from Peking to Nanking shortly. It is understood that Sir Miles Lampson has telegraphed to Dr. C. T. Wang informing him of the impending transfer, and that the British Consul General at Nanking has also received instructions from the Minister stating that, pending the construction of a new Legation building, part of the Consulate will be used temporarily to accommodate the Legation."—Router.

FLOODS IN JAPAN.

RESULT OF THE TYPHOON RAINS.

Tokyo, Yesterday.
Twenty are reported to have been drowned in the flooding of a coal mine at Ube, near Shimono-seki, as the result of the rains accompanying yesterday's typhoon.

Four are reported dead in various parts of Kyushu. Widespread damage to crops and other property was done.—Reuter.

A butcher's boy who had forgotten an order for an ox tail until too late called at the lady's house next morning with the following excuse: "I am very sorry, ma'am but we haven't any ox tails this week, as master only killed one bullock, and that was a hob-tailed one."

TIENTSIN POST OFFICE.

Workers' Curious Mode of Protest.

FREE DELIVERY.

Tientsin, July 28.

The Tientsin Post Office employees are following the example of Peking in that they have decided to deliver local or domestic ordinary letters and printed matter without charge as a protest against the refusal of the Head Office in Shanghai to their demands for equal treatment with the postal employees in Shanghai, i.e., a rice allowance and an increase of \$5 to those whose salaries are under \$50 a month.

A meeting of the Executive Committee of the Postal Union of Tientsin was held on Friday night, at which it was decided to commence the "go-slow" movement from Saturday morning. Meanwhile about twenty pickets chosen from the postmen were sent to the Head Office to preserve order and it is understood a certain understanding has been reached with the local Chinese authorities since the Postal Union has given a pledge that their action would involve nothing detrimental to the peace of the port.

It was learned from the Postal Union yesterday that a telegram was received from Shanghai by the Postal Commissioner on Saturday afternoon, in which the Head Office gave instructions that the question of rice allowance may be dealt with by the Postal Commissioners in Peking and Tientsin and that the question of wage increase

RARE TAPESTRIES.

VATICAN CITY TREASURES TO BE RESTORED.

A special workshop for the restoration of priceless tapestries in the Vatican is to be set up in the new Palace of Fine Arts that is now under construction in the Vatican City.

The first tapestry to be restored will be that of Raphael portraying the blinding of Magus Enas, from which practically all the threads of gold were removed at the time of the sack of Rome.

Raphael's original sketches for these tapestries are in the Victoria and Albert Museum, and are the property of the British Crown, and before the restoration is undertaken, an expert is to be sent to London from the Vatican to study the pictures there.

Other tapestries of Raphael are subsequently to be restored.

should be considered in detail by the Head Office. The Postal Union is waiting to see whether anything definite will be done by the Postal Commissioner to-day.

On Saturday the pickets at the entrance to the Head Office advised people not to post local or domestic letters with stamps, and it is reported that the number of ordinary letters handled on Saturday was comparatively larger in view of free delivery.

A local letter reached this office yesterday with a stamp put by the sender unchopped, but a few characters were marked beside the stamp saying "This letter is delivered free during the period of the go-slow movement"—P. & T. Times.

AMUSEMENTS

Lenore ULRIC



South Sea Rose

A MOVIE TONE
ROMANCE WITH
SONGS

CHARLES BICKFORD
KENNETH MACKENNA
TOM PATRICOLA
FARRELL MACDONALD

Story by
Tom Cushing

Directed by
ALLAN DWAN

"I Want Love—More Love!"

The way that tropical tempests could love! She had the seductive appeal of a passion flower, and the hot desire of unappetized appetite. . . . And then she was transplanted to bleak New England. Imagine the situation she created, the conflicts, the comedy.

presented by William Fox

ENTIRE CHANGE OF PROGRAMME.

"THE MONTMARTRE FOLLIES"

GORGEOUS COSTUMES—DARING DANCES!

AT THE

QUEEN'S

TO-DAY TO

SATURDAY

At 2.30, 5.10, 7.15 & 9.20.

LILLIAN GISH in

"THE SCARLET LETTER"

AT THE

WORLD

TO-DAY TO SATURDAY

AT 2.30, 5.15, 7.15 & 9.20.

Dolores Costello

INITIAL
SHOWING
IN
HONG KONG



PASSION

A
L'APACHE

The REDEEMING SIN

with Conrad Nagel

AT THE

STAR

TO-DAY TO SATURDAY

AT 5.30 & 9.20

CENTRAL THEATRE

TO-DAY TO FRIDAY
Daily at 2.15, 5.10, 7.15 & 9.20 p.m.

Return Engagement of

"THE LOVE PARADE"

The Big Picture Of All Times.

HEAR!
"Dream Lover"
"My Love Parade"
"Paris Stay the Same"
"Let's Be Common"
"Nobody's Using It Now"

MAURICE CHEVALIER
The Love Parade
AN ERNST LUBITSCH PRODUCTION
JEANETTE MACDONALD
LYNN LANE
LILLIAN ROSE

Booking at Anderson's and at the Theatre (Telephone 25720).

NEXT CHANGE, TUESDAY, AUG. 12

Charles Rogers & Nancy Carroll

"ILLUSION"

A Talking—Singing—Dancing Love Story.

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THREE DAYS. DAILY AT 2.30, 5.30, 7.20 & 9.20 P.M. TO-DAY TO SATURDAY



ADOLPHE MENJOU

in "The Tiger Lady"

with EVELYN BRENT

A HOBART HENLEY Production

presented by

ADOLPH ZUKOR, JESSE L. LASKY